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sule..... \$10.80B—WATSON'S GLENORCHY, MEL-
LOW BLEND, Blue Capsule, with
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THE FINEST SCOTCH MALT
WHISKIES, Violet Capsule 14.40E—WATSON'S VERY OLD LIQUEUR
SCOTCH WHISKY, Gold Capsule 15.00THORNE'S BLEND and Watson's
GLENORCHY are high class Soda Whiskies.of greater age than most brands in the
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Whisky (smoky) and could not now be
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WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

The Daily Press.

HONGKONG, July 10th, 1900

ONE of the strangest developments of the Chinese crisis has been the almost absolute absence of information of every sort. But for now and then an official telegram from the vaguest nature sent from Chefoo to Shanghai, we have been left ignorant of what was taking place in North China until General Yuan's message to Acting Consul-General WARREN was received; with this latter single exception, of Peking itself and the position of our Ministers, as well as of that large unofficial class which already numbers several hundreds, not to speak of the Inspector-General and its large staff there is a dark not less impenetrable than that of Egypt itself. Our Intelligence Department in China has always been behind the times, and if in the present middle we have found it altogether at fault, it is perhaps a little satisfaction to discover that it is no worse than our neighbours'. We have, perhaps, been trusting too much to Sir ROBERT HART and his staff to provide us from day to day with our mental pabulum of news; yet it is strange to observe that the Inspector-General was even behind others in his information as to the impending crisis. That the fanatic crowd was attacked and destroyed the railway trucks in the North were actuated by a hatred of everything that bore the stamp of foreign introduction is quite true, but that the Government even of anti-foreign individuals as Prince Tuan himself should be so indifferent to the uses of the telegraph as to refrain from making use of it in keeping its provincials informed as to the current of events in Peking is past human belief. We are, in fact, given to understand, on the one hand, that the pressure of government business on the line is the cause that no opportunity is given for foreign messages, and on the other we are asked to believe that the Provincial government are as ignorant as ourselves of the progress of events in the capital. It is manifestly impossible that both these contentions should be true, and we are

justified in asking which of them is really the case. The great provincial patriots in the Yangtze Valley have given us many proofs that they at least are fully aware of the folly of the policy that prompted the outrages in the beginning. We do not need their words to show us this, and may feel assured that their endeavours to preserve order within their own governments are perfectly genuine. Of course in China, as in other countries there are circumstances under which a government, however well disposed it be, finds that in the end it has to adapt itself to popular outcry, and assume a front which it yet knows not to be that of right or wisdom. How far this sentiment is swaying the great Viceroy we are unfortunately not in the position to know. That neither LIU KUNYI nor CHANG CHIHUNG are likely of their own free will to sacrifice what they have been doing for the benefit of the people under their charge, we may rest assured; but it is also evident that they are, as it were, keeping a corner for possible developments, and from this point of view we can more or less comprehend the reason why they may have thought fit to withhold information within their power to give. Still we may perhaps gain some clue from their overt acts as to the position. We want in fact to establish what we should have had before in China, a properly organised Intelligence Department. Hitherto the Press has been the sole means of obtaining outside information as to what was going on in China. We do not care to assume that the Press was always immaculate, or acted with an universal discretion, in saying that it on the whole did its duty. The British Government, however, has studiously ignored the newspaper, or, what was worse than ignoring, pretended to see in it some pestiferous instinct of wrong. It is true that in a measure those times have past, and a British Minister can afford now and then to take a representative of the Press into his confidence, but the sting-remains, and it is not considered the correct thing to listen to warnings given only by the Press. Had our Government taken any care to provide itself with any other competent source of information, such a feeling would have been natural, and perhaps proper, but not only has the Press been ignored, but the Government has preferred to rely on secondary information. The consequence of this neglect in the past is the present very unsatisfactory state of our communications. The indignity is increased, if it be the case, which from what we have said seems likely enough, that the situation in Peking is known in every provincial capital in the Empire. Nor, having said so much, can we look upon the present condition of means of communication along the coast as satisfactory. Even before the outbreak of our present troubles there was much that was unsatisfactory; messages were delayed or lost practically at the discretion of the petty official in charge, and the upkeep of the land-lines was notoriously inefficient; now that there is trouble along the line the wire is used in the sole interest of the obstructive party. This is, of course, quite fair from a Chinese point of view, and so far we are not justified in declaiming against it. It is, however, seriously hampering us and we do not seem to be using our best endeavours to overcome the difficulty. We have indeed despatch-steamers on the route, but we have established no signalling stations, and we have made no attempt to avail ourselves of such scientific means as are available. No opportunity of getting a courier through to Peking seems to have occurred, and it does not speak well for the personal pluck of so many professing Christian converts that not one has offered to undertake the dangerous but glorious task of being the means of affording to our beleaguered fellow-subjects some little information as to what is being done on their behalf.

In the 48 hours preceding noon yesterday there were reported 18 fresh cases of plague and 17 deaths. The cases reported last week amounted to 65 and the deaths to 68.

On Saturday evening Sergeant Macdonald, armed with a search warrant, visited a house at Sai Kok, Samson Po, occupied by a mandarin as a Boxer. On searching the premises he came across a pair of fighting iron, and yesterday the man was fined \$250, or three months, for being in possession of arms without a license.

At about ten o'clock on Sunday morning, a hukong saw a man named Chau Cheung deliberately jump into the water at Tsing Tsai Point. He evidently could not swim and had been picked up forthwith would have been drowned. Yesterday Mr. Hazland sentenced him to a month's imprisonment, without hard labour, for attempting to commit suicide.

Dayad Mahomed, a watchman at Quarry Bay, charged two Chinamen named An Wing and Wong Sing with assault. He said that on Saturday afternoon he told the first defendant to shut the door and he hit him over the head with a shovel, the second holding him by the jacket. Another Indian corroborated. The first defendant was fined \$10, or a month and the second \$25, or 14 days.

On the 10th ult. the total number of plague cases at Sydney since the beginning of the outbreak was 205.

The visitors to the City Hall Library and Museum last week included 426 Non-Chinese and 165 Chinese, to the former institution, 177 Non-Chinese and 2,107 Chinese to the latter.

The *Chafungpao* says that as it cannot now be sent to the North, the Shanghai Taitai has ordered the tribute rice now in store at Shanghai to be sold to the people at a cheap price, and that this has caused great rejoicing among the Chinese.

The U.S. Consul-General at Shanghai has received a telegram from the Consul at Foochow, who reports unprecedented floods on the River Min. The bridges at Foochow crossing this river are said to be submerged and useless, whilst so much damage has been done that the foreign community has spontaneously raised a fund of \$4,000 for the relief of the native sufferers.

Lieut. Lees, of the H. M. S. *Bonaventure*, was in Duddell Street on Saturday afternoon when a Chinaman accosted him and asked for alms. He said he was employed in the Kowloon Naval yard and wanted some money so that he could cross over on the ferry. Instead of relieving him the Lieutenant gave him in charge of a policeman and yesterday the man was sent to goal for 14 days.

The Austrian journal, the *Wiener Allgemeine Zeitung*, considers that Great Britain has an advantage over its rivals if there is any intention of precipitating the partition of China. Great Britain has an army of 200,000 men at the Cape, where not more than half are now necessary. One hundred thousand of these troops could be transported to China with rapidity and ease, certainly more quickly than any other Power could place the same number on the scene of the present troubles. "It is doubtful," continues this journal, "whether Great Britain will ever have another so favourable an opportunity with so many experienced soldiers under arms. If England seizes this brilliant occasion, and brings things to a head in the Far East, it is doubtful whether Russia would not be compelled to take the second place in the distribution of China."

A Berlin telegram of the 6th ult. reports that the Director of the Colonial Department, Herr von Buchka, has resigned, and his successor is Dr. Stuebel, the Ambassador to Chili, who was formerly consul in Shanghai and Apia. Dr. Stuebel, upon whom the lead in the development of the colonies now devolves, has a difficult task before him, for the colonial controversy in Germany is one of principles. The strongest party aim at isolating the colonies from all alien influences. Though they do not admit it, they desire to introduce the ancient French system of crown colonies. The promoters of the commercial colonial system, such as Dr. Schiack, are in the minority, and with the dismissal of Herr von Buchka they have suffered a fresh defeat.

The *La Hue*, which has arrived in the harbour from Haiphong, reports as missing Mr. H. W. Richard, the chief engineer. The following is the Captain's account of the affair:—"About nine o'clock on the night of the 30th ult. the Chief Engineer was seen lying asleep on a chair on deck aft. At about ten o'clock the Second Engineer having completed his tour of duty went aft to speak to him and found that he had disappeared. Search was made for him in his cabin and elsewhere, but without success, and finally the matter was reported to the officer on the bridge and the Captain. A further unsuccessful search was made and a full report was made to the authorities at Haiphong. The position of the vessel at the time of the discovery of the occurrence was off Norway Islands, near Tonkin, a little to the East."

At the offices of the Public Works Department yesterday Mr. J. W. King offered for sale by auction several lots of Crown land, including six lots at Mong Kok Tui, which were bought at the sites of Chinese tenements. They realised very good prices. Lot 1,095 fetched \$8,380 (upset \$1,779) and was bought by Lee Chin Ting. Pun Yau Tsun bought lots 1,093 and 1,097 for \$2,520 (upset \$2,779) and \$9,000 (upset \$2,779) and also bought lot 1,100, the price being \$10,900 (upset \$3,534). Lot 1,093 was knocked down to Chan Wai Hing for \$14,000 (upset \$4,632) and lot 1,099 to Law Chin Ting for \$10,450 (upset \$3,534). Inland Lot No. 1,612, situated at Bowrington, fetched \$4,100 (upset \$1,670). Chan Wai Hing being the buyer. Messrs. Denison and Ram, on behalf of the Hon. Wei A. Yuk, bought garden lot 11, situated in Bowen Road, for \$960 (upset \$298).

With reference to the "Imperial Decree" which we reproduced in our issue of Saturday from the *N. C. Daily News*, our contemporary now states that a decision of the Viceroy and Governors south of the Yellow River, including the Governor of Shantung, not to recognise any so-called "Imperial Decrees" emanating from Peking after the 20th of June last, includes those issued on the 20th also. The decree of the 20th therefore is to be ascribed to Prince Tuan, as is the one we published elsewhere to-day. The *N. C. Daily News* points out that in the former document the *I Ho Chuan* are not styled "outlaws," as the *Empress Dowager* called them—only "too late in the day"—but simply "*I Ho Chuan* and people" showing that those who issued the decree were favourable to the Boxer outlaws, a fact which is emphasised further by the decidedly hostile position taken towards the Foreign Powers who were stated to be "looking longingly" on the maritime and riverine provinces, etc.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 9th July, 9.2 p.m.

TIENTSIN REFUGEES FOR SHANGHAI—TIENTSIN AGAIN BOMBARDED.

140 Tientsin refugees are expected here to-morrow. Tientsin has been bombarded again.

EXPECTED JAPANESE RELIEF. Rear-Admiral Bruce expects thirteen thousand Japanese to relieve the situation there within a week.

TIME OF GEN. YUAN'S MESSAGE DOUBTFUL.

The date of General Yuan Shikai's messenger is very doubtful.

MANILA, 9th July, 5.22 p.m.

MORE U. S. TROOPS FOR CHINA FROM THE PHILIPPINES AND THE STATES.

Two battalions of the 14th U. S. Infantry and a battery of the 5th Artillery have been ordered to leave the Philippines and proceed to China.

Two squadrons of the 6th Cavalry with an undesignated regiment of Infantry have been ordered from America to China.

LONDON, 8th June, 7.30 p.m.

HOSPITAL SHIP FOR CHINA. The hospital-ship *Maine*, now at the Cape, has been accepted for service in China.

THE WAR IN SOUTH AFRICA.

LONDON, 8th June, 7.30 p.m.

BULLER AT PRETORIA—YEOMANRY AND DERBYSHIRE PRISONERS SET FREE.

General Buller has arrived at Pretoria. The Boers have released eight hundred of the captured Imperial Yeomanry and Derbyshire Regiment, Militia battalion. No officers, however, have been set free.

REUTER'S SERVICE.

LONDON, 7th July.

ACQUITTAL OF THE PRINCE OF WALES'S WOULD BE ASSASSIN.

Sipile, who recently attempted to assassinate the Prince of Wales, has been acquitted, on the ground that he was not responsible for his actions.

THE CRISIS IN CHINA.

The Government has requested the Chinese Minister to convey to the authorities at Peking that they will be held personally guilty for any injury to Europeans and has asked that the purpose be communicated to the various Viceroy.

Mr. Brodick announced in the House that the Government was in hourly communication with Japan regarding the relief of Peking.

Great Britain has suggested to Germany that she should endeavour to induce Russia to agree to entrusting the pacification of China to Japan. Germany has declined, fearing to impair her relations with Russia.

M. Hayashi, the Japanese Minister, has arrived at London.

Mr. Brodick stated that Great Britain had assured Japan that the prompt despatch of a large Japanese force to Taku would be welcome and that no European power objected. Negotiations are still proceeding.

The Emperor of Germany offers a reward of Tls. 1,000 for each European of whatever nationality, rescued alive from Peking.

It is declared at St. Petersburg that the aim of the Powers is not the dismemberment of China, but the restoration of tranquillity under durable guarantees.

Russia notified Japan on the 26th ultimo that she felt full liberty of action for Japan to send troops to aid foreigners in Peking; especially as Japan had expressed her willingness to act in full agreement with the other Powers.

THE UNITED STATES.

The Democratic Convention has nominated Mr. Bryan, whose platform includes the unlimited coinage of silver at a ratio of 16 to 1.

LATEST STEAMER MOVEMENTS.

The M. M. steamer *Annam*, with the outward French Mail, left Singapore on Sunday, the 8th inst., at 9 a.m., for this port via Saigon.The steamer *Eva*, from Hamburg, left Singapore for this port on the 9th inst., and may be expected here on or about the 14th inst.The C. P. R. steamer *Empress of Japan* arrived at Shanghai on Saturday, the 7th inst., and left again on Sunday, the 8th inst., for Hongkong, where she is due to arrive to-day.The N. Y. K. steamer *Shikano Maru* (European Line) left Singapore for this port on the 6th inst., and is expected to arrive here on the 13th inst.The N. Y. K. steamer *Milke Maru* (Bombay Line) left Singapore for this port on the 7th inst., and is expected to arrive here on the 13th inst.

THE CRISIS IN CHINA.

ARRIVAL OF THE "NERBUDA"

The *Nerbuda*, which left Calcutta on the 28th ult. with its left wing of the 7th Bengal Infantry, entered the harbour early yesterday morning. There were on board 380 men, five British officers and eight native officers, in addition to a section of the Field Hospital and a British doctor. Captain Bingley is in command. The men have not disembarked, and will probably not do so, but push forward north.

THE REPORTED REMOVAL OF CADETS FROM CANTON.

With reference to the report which we published in yesterday's issue, to the effect that the Colonial Government cadets stationed in Canton have been recalled to Hongkong, we are requested by H. E. the Governor to contradict the statement. We are glad to learn that the step is not considered necessary.

A DECREE BY THE USURPER.

The following is the *N. C. Daily News* translation of a document issued by Prince Tuan issued as an Imperial Decree on the 25th June:—"We are now at war with foreigners and we have fought great battles against them. The *I Ho Chuan* patriots and people combined with the Government troops have repeatedly been victorious in their battles with our foreign enemies, and we have already sent Imperial Commissioners to transmit to those patriots and Government troops the Imperial commendation and exhortation to repeat their successes on the field. Now we feel that there must be men of similar patriotism and bravery in all the provinces of the Empire. It is therefore our command to all our Viceroy and Governors to enlist such and organise them into troops as they will undoubtedly be of great use and assistance in our war with the foreign Powers. Let this decree be sent for the information of all the high provincial authorities of the Empire at the rate of 600 li a day."

PRINCE TUAN AND THE BOXERS.

It is stated in Shanghai mandarin circles that, when the news that Admiral Seymour's Corps was retreating to Yangtsun, owing to inability to proceed further to Peking, was brought to Prince Tuan at Peking, he immediately ordered Kang Yi to proceed to the *I Ho Chuan* Camps with Tls. 100,000 and silks and satins to distribute to their leaders and followers. The head chief received Tls. 100 and some 50 pieces of silks and satins, the subordinate chiefs 50Tls. and 10 pieces of silks and satins each, and the ordinary men Tls. 5 a piece.

SHANGHAI.

The Reserve Company of the Shanghai Volunteer Corps are now changing their Martini for the Martini-Metford carbine. The latter is a splendid little weapon, handy and of wonderful accuracy up to carbine range, carrying the Lee-Metford cartridge.

The *N. C. Daily News* reports a remarkable capture on the 1st inst. by Detective-Sergeant Gilliland and Detective Brown. About 11 p.m. they proceeded to a blacksmith's shop in Hanbury Road, where they found no less than 16 8 inch shells. A little later they got the man from whom the shells were purchased, a soldier from Woosung. As far as can be understood, he stole the shells from the Woosung forts, selling them at the usual price for old metal. The missiles were in anything but fit state for service, many having pieces chipped off their noses. Others were badly eaten away by rust. When the supposed thieves were brought before the Mixed Court on the 3rd it is reported that the magistrate appeared to be much incensed, and hanged the men at some length. He finally decided to remand them in custody of the police, until he had communicated with the Commander at the Woosung Forts.

The Volunteer Corps of Shanghai generally now numbers over 1,000 men, as will be seen from the following table:—

S. V. C.	
"A" Co.....	130
"B" Co.....	72
German Co.....	80
Reserve Co.....	93
Artillery.....	50
Light Horse.....	40
Naval Co.....	40
Staff.....	10
Customs Volunteers.....	86
American.....	66
French.....	60
Japanese.....	200
Portuguese.....	100
Pootung.....	30
Total.....	1,057

The *Suich* which arrived off Shanghai from the river ports on the 2nd inst., reported that in the river she saw H.M.S. *Lynnet* off Hankow; the *Hermione* bound up stream; off Kusan a large English cruiser, probably the *Pique*; and a large Chinese fleet off Kiangyin.

MARITIME LAW AT WEIHAWEI. Weihaivei has been placed under military law, and no passengers will be allowed to land there.

THE HONGKONG RIFLE ASSOCIATION.

SHORT RANGE CUP AND SPOONS. There was a very good attendance at the Range for this competition, nineteen members competing for Spoons and eleven for the Cup. Inspector D. McLennan proved the cup winner with a score of 90. The following are the best scores:—

200 500 600 Hand. To-yds. yds. cap. tal.	
Inspt. McLennan.....	32 25 30 — 80
S. M. Wallace, R.E.....	27 35 29 — 83
Mr. J. Marshall.....	26 28 31 — 85
Corpl. Hills, R.E.....	27 29 21 10 87
Mr. Brand.....	25 31 26 — 85
Mr. R. Collins.....	23 28 28 8 85
Mr. Woodhouse.....	22 24 28 12 84
A. S. Watson.....	23 26 27 — 81
Mr. G. H. May.....	20 26 19 15 80

Winners of Spoons.

HONGKONG LEGISLATIVE COUNCIL.

Yesterday afternoon a meeting of the Hongkong Legislative Council was held in the Council Chamber at the Government Offices, there being present:—

His EXCELLENCY the GOVERNOR (Sir HENRY BLAKE, G.C.M.G.).

His EXCELLENCY Major-General GASCOIGNE, C.M.G. (Commanding the Troops).

The Hon. F. H. MAY, C.M.G. (Acting Colonial Secretary).

Hon. A. M. THOMSON (Colonial Treasurer).

Hon. E. D. ORMSBY (Director of Public Works).

Hon. BABIL TAYLOR (Harbour Master).

Hon. C. P. CHATER, C.M.G.

Hon. Dr. Ho Kai.

Hon. J. THURBURN.

Hon. R. M. GRAY.

Hon. WEI A. YUK.

Hon. A. W. BREWIN.

Mr. R. F. JOHNSTON (Acting Clerk of Council).

HIS EXCELLENCY THE GOVERNOR.

His EXCELLENCY the GOVERNOR said:—Before we proceed to business, perhaps honourable members will allow me to say how heartily I welcome to this Council the new members whom I had before appointed since I last presided here. As you are aware, I have been in the North of China during my three months leave and I was in Peking when the little cloud no larger than a man's hand first arose in the district of Weihaivei which has since covered the North of China and burst over the two northern provinces and submerged them in a torrent of mad fanaticism. I am sure our sympathy goes out towards all those people who are confined in Peking, and to Sir Edward Seymour and the gallant sailors and soldiers who essayed against overwhelming numbers to relieve them. I know you will join with me as members of this Council in offering our deepest condolences to the bereaved lady whose husband, Baron von Ketteler, was murdered the streets of Peking when preceding the representatives of Germany to a conference with the Taungti Viceroy. However grave the issue is to the north of China, I do not believe at present that the trouble will extend to the Southern provinces, where the three Viceroy have declared that they will preserve peace at all hazards, and so far as I can learn I believe they will be able to carry out their good intentions. God grant that before long those who are now in peril may be saved, and that this most momentous crisis in eastern affairs may result in the restoration of peace on a stable and lasting foundation. (Applause.)

FINANCIAL.

The ACTING COLONIAL SECRETARY laid on the table Financial Minute No. 35 and moved that it be referred to the Finance Committee.

The COLONIAL SECRETARY seconded and the motion was carried.

The ACTING COLONIAL SECRETARY laid on the table the report of the Finance Committee (No. 11) and moved its adoption.

The COLONIAL SECRETARY seconded and the motion was carried.

FIRST READINGS.

The following Bill was read a first time:—

A Bill entitled "An Ordinance to facilitate the hearing, determination, and settlement of land claims in the New Territories, to establish a Land Court, and for other purposes."

A Bill entitled "An Ordinance to amend the Liquor Licences Ordinance, 1896, and to repeal Liquor Licences Amendment Ordinance, 1899."

A Bill entitled "An Ordinance to authorise the Appropriation of a Supplementary Sum of Four hundred and Eighty-one thousand Three hundred and Thirty-five Dollars and Thirty-five Cents, to defray the Charges of the Year 1899."

THE VACANCIES OF THE PUBLIC WORKS COMMITTEE.

His EXCELLENCY the GOVERNOR—Owing to the resignation of Mr. Bellhouse and the absence of Mr. Whitaker, there are two vacancies on the Public Works Committee, and I appoint the Hon. Dr. Ho Kai and the Hon. R. M. Gray to fill them.

The Council then adjourned until Monday week.

MEETING OF THE FINANCE COMMITTEE.

A meeting of the Finance Committee was then held, the Acting Colonial Secretary presiding.

COMPENSATION.

The Officer Administering the Government recommends the Council to vote a sum of \$29,453.88, being amount of compensation awarded to Madame Lucien V. Musso in respect of the Fraya Reclamation in front of Marine Lots 189 and 190.

The Hon. C. P. CHATER—Has she accepted the offer?

The CHAIRMAN—Yes, she has.

The Hon. C. P. CHATER—What is the area?

The CHAIRMAN—About 33,000 square feet.

The DIRECTOR OF PUBLIC WORKS—That is the area of the property. I think the area of the Reclamation is only 15,000 feet.

The vote was passed.

THE GOVERNOR'S PEAK RESIDENCE.

The CHAIRMAN—There is another matter which His Excellency the Governor asked me to mention and that is the matter of the building of the Governor's Peak residence. In this year's estimate there is a vote for \$15,000 for that building, and the estimated cost is set down at \$75,000. The large increase in the cost of building the lowest tender which has been received for the work amounts to the sum of \$105,000, and His Excellency the Governor was unwilling to allow the work to be begun until you had been made aware of the fact. The \$15,000 standing in the estimates will, I understand, from the Director of Public Works, be sufficient to meet the expenses this year, so it is not necessary to ask for a vote. At the same time the difference between the tender which has been sent in and the original estimate was so great that the Governor would not like the work to proceed without your knowledge and sanction.

The Hon. C. P. CHATER—Don't you think the proper course would be to submit the matter to the Public Works Committee and then to have it recommended from the Public Works Committee to the Council?

The CHAIRMAN—Of course the vote has already been approved by the Public Works Committee.

The Hon. C. P. CHATER thought the proper course would be to submit it to the Public Works Committee.

The COLONIAL TREASURER was of this opinion, and it was decided to submit the matter to the Public Works Committee.

This was all the business.

At Pretoria on August 2, 1881, the British flag was buried in a suitable coffin and a tombstone erected over the spot. The inscription on the tombstone reads:—"In loving memory of the British flag in the Transvaal, which departed this life on August 2, 1881. In his fifth year. Now, we suppose, says the Outlook, Mrs. Drace or somebody will apply for an order for exhumation."

SUPREME COURT.

July 9th.

IN BANKRUPTCY JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON,
C.M.G. (CHIEF JUSTICE).Re THE KING HING SHING KEE FIRM, DEBTORS, *Ex parte* ALBERT ANHWE, A CREDITOR.

The Chief Justice delivered judgment as follows:—

This case raises a question of very considerable importance in the administration of the local bankruptcy law.

The petitioning creditor, by his petition which was filed on the 23rd March 1900, asks that a receiving order be made in respect of the estate of the debtor firm, of No. 98, Bonham Street, Victoria. It is alleged in the petition that the debtor firm had within a year next preceding the presentation of the petition ordinarily resided and carried on business in Hongkong. The act of bankruptcy alleged is that, within four months before the date of the presentation of the petition, each of the partners of the debtor firm had departed from his dwelling house, or otherwise was absconding himself, or had begun to keep house, with intent to defeat or delay his creditors.

On the application of the petitioning creditor, it was ordered that he should have leave to effect service of the petition on Ng Wai Chun, one of the partners of the debtor firm, by serving a copy of it on Mr. J. F. Reese, his solicitor, and that service on the remaining partners should be effected by advertising two notices in the *Chung Ngai Sun* Po and also by posting copies of the petition at No. 98, Bonham Street, Victoria. In the declaration of the petitioning creditor in support of this application it was stated that there are eight partners of the debtor firm, and that Ng Wai Chun is a Chinese subject domiciled in China.

On the 23rd March Mr. Reese filed a notice of motion on behalf of four of the partners (appearing under protest and without submitting to the jurisdiction of the Court) for an order that the order for service on the petition be discharged and the service set aside and the petition be dismissed on the ground that they are Chinese subjects domiciled and resident in China out of the jurisdiction of the Court and that the Court in bankruptcy has no jurisdiction over them. A declaration in support of the motion was made by Ng Wai Chun, one of the four partners on whose behalf the notice of motion was filed. In this declaration it was stated that the said partners are Chinese subjects, domiciled and resident in China out of the jurisdiction of the Court; that none of them had within a year next preceding the presentation of the petition ordinarily resided in Hongkong; and that none of them had within four months before the date of the presentation of the petition committed any act of bankruptcy. The statements in this declaration were not contradicted on behalf of the petitioning creditor, and I therefore assume them to be true.

On the 30th April, on the application of the petitioning creditor, an interim receiving order was made of the property of the debtor firm.

At the hearing Mr. Reese quoted a number of authorities in support of the motion. The first point taken was that the Court had no power to order personal service of the petition to be made on the four partners out of the jurisdiction, and therefore it had no power to order substituted service. Several cases were cited in support of this position, but they all turned upon the construction of the English rules of practice and are not, in my opinion, applicable to the present case. By section 7 of the Bankruptcy Ordinance, 1893, it is provided that a creditor's petition shall be served in the same manner as a writ of summons. Under the Code of Civil Procedure the only difference between writs of summons for service within the jurisdiction and writs for service without the jurisdiction is that in the latter case an order of the Court has to be obtained for such service. But the provisions of section 8 (3) of the Code, which give power to the Court to order substituted service to be made in cases where for any reason personal service cannot be conveniently effected, apply to writs of both kinds, and this is the recent instance I think it is competent for the petitioning creditor to obtain an order of the Court for the service of the petition out of the jurisdiction on the four partners domiciled in China. But I further think that when he satisfied the Court, as he did satisfy it by his declaration in support of the application for substituted service, that he was unable to ascertain the whereabouts of the partners of the firm, it was competent for the Court to make an order for substituted service on such partners, without reference to the fact whether they were within or without the jurisdiction. I am therefore of opinion that this objection cannot prevail, and that the service of the petition on the four partners who are now moving in the Court, is so far as this point of practice is concerned, good service.

Then the order for service and the service thereunder and the petition are impugned by these four partners on the broader ground that they are Chinese subjects domiciled and resident in China and are therefore not amenable to the bankruptcy jurisdiction of the Court. There cases were principally relied upon in support of this contention—all of them decided by the Court of Appeal.

The first of these cases is *Ex parte Blain*, *In re Savers*, 12 Ch. D. 522, which was decided in 1879, on the construction of the Bankruptcy Act, 1869. In that case the facts were that James Savers & Co., of Liverpool, and six other persons traded at Liverpool and in London under the firm of James Savers & Co., and at Valparaiso and other places in South America under the firm of Savers, Woodgate & Co. The principal place of business of the firm was in England at Liverpool. Two of the partners were Chinese subjects, domiciled and permanently resident in China, and they had never been in England. Execution in respect of a judgment above £50 obtained by William Blain, having been levied by seizure and sale of the goods of the firm at Liverpool, a bankruptcy petition was presented by Blain against all the members of the firm of James Savers & Co., alleging that they were jointly and severally indebted to him by an act of bankruptcy committed by them.

An order of the Court was made giving the petitioning creditor leave to serve the petition on the two Chinese partners in China. Before the hearing of the petition against them, they appeared under protest, not submitting to the jurisdiction of the Court, and asked that the order for service might be discharged, on the ground that the Court had no jurisdiction over them. The Registrar discharged the order, and the petitioning creditor appealed. The Court of Appeal came to the conclusion that the Registrar was right. In the course of his judgment—at p. 526—James, L.J., said:—"It appears to me that the whole question is governed by the broad, general, universal principle that English legislation, unless the contrary is expressly enacted or plainly implied as to make it the duty of an English Court to give effect to an English statute, is applicable only to English subjects or to foreigners who, by coming to this country, whether for a long or a short

time, have made themselves subject to English jurisdiction. Every foreigner who comes into this country, for however limited a time, is, during his residence here, within the allegiance of the Sovereign, entitled to the protection of the Sovereign and subject to all the laws of the Sovereign. But, if a foreigner remains abroad, if he has never come into this country at all, it seems to me impossible to imagine that the English legislature could have intended to make such a man subject to particular English legislation. It is not consistent with the ordinary principles of justice or the comity of nations that the legislature of one country should act on the subject of another country to appear before its tribunals when he has never been within their jurisdiction. Of course, if a foreigner has come into this country and has committed an act of bankruptcy here, he is liable to the consequences of what he has done here; but, in the absence of express legislative provision, compelling me to say that the legislature has done that which, in my opinion, would be a violation of international law, I respectfully decline to hold that it has done anything of the kind."

Similar opinions were expressed by Brett and Cotton, L.J.J., and at p. 532 the latter said:—"As regards a British subject, whether he is here or not, he can be made bankrupt if the Act of Parliament has declared that in the events which have happened, he can be made bankrupt. But, as regards foreigners, there is *prima facie* no right to bind them if they are not here. I think, therefore, that the true interpretation of the word 'debtor' in the Bankruptcy Act is, a debtor subject to the English bankruptcy law."

We have here no doubt a strong expression of opinion that, on general principles, a foreigner who has never been in England cannot be made subject to the English bankruptcy law, even although he is a partner in a firm carrying on business in England. But there is a clear indication of opinion that if there were any definite expression by enactment of the will of Parliament that foreigners should be subject to the municipal law relating to bankruptcy.

This case was followed in *In re Pearson*, *Ex parte Pearson*, [1892] 2 Q.B. 263, which was decided on the construction of the Bankruptcy Act, 1893. There was some difference between the enactments on this head of the Act of 1869 and those of the Act of 1893, but in the opinion of the Court the difference was not such as to prevent the Court from holding that the construction which had been made of the earlier Act was also applicable to the later Act. The facts of the case were that the debtor Pearson was an American citizen, and the debtor Pearson was in possession of leave given by the Court, been served upon him in America. The notes had not been complied with. It was alleged that Pearson had within a year had a place of business in London; this was disputed, but the Court apparently found it proved. Pearson applied to the Court to set aside the bankruptcy notice, the order giving leave to serve it, and the service. The Registrar refused the application, and Pearson appealed. On the hearing of the appeal Lord Esher, M.R., said, at p. 266:—"Therefore, taking s. 4 alone, the same construction must be put upon it in regard to this point as was put upon s. 6 in the Act of 1869; and *Ex parte Blain* governs the construction. Now s. 4 states affirmatively, what construction is to be put upon s. 4, it is not necessary to look at s. 6. If the case is brought within s. 4, and the debtor is also a foreigner, it must also be brought within s. 6. But, if the case is not within s. 4, there is nothing in s. 6 which can bring it within the jurisdiction of the Court. Section 6 is only negative. The case not being brought within s. 4, it is immaterial whether the debtor comes within s. 6." At p. 267 Fry, L.J., said:—"The argument for the appellant is that a debtor in s. 4 does not mean a debtor of all the world over, but that it means only a debtor who is subject to the law of England, and that you must find such a debtor before an act of bankruptcy can be committed. In my opinion that argument is well founded. And at p. 268 Lopes, L.J., said:—"I think that the word 'debtor' in s. 4 means a debtor subject to the English bankruptcy laws, and so soon as that construction is put upon the words, there is no difficulty in deciding this case." The appeal was accordingly allowed.

The decisions in these two cases were regarded as binding in the still stronger case of *In re A. B. & Co.*, [1900] 1 Q.B. 541. There the facts were that the firm of A. B. & Co. was constituted of two partners, who were citizens of the United States of America, and resided in Baltimore, where they had a branch business in the City of London, which was carried on by a manager in their name and on their behalf. In the carrying on of that branch business they had contracted debts in England, and they had assets in England. A bankruptcy petition was presented by English creditors against the firm alleging two acts of bankruptcy, namely, notice of suspension of payments given to one of the petitioning creditors and the execution of an assignment by the firm of their property to a trustee for the benefit of their creditors generally. The notice of suspension was sent to the English creditors, but the assignment was executed in America and the trustee was also there. The debtors disputed the jurisdiction of the Court, and the Registrar refused to make a receiving order and discharge the petition on the ground that, as the debtors being foreigners and out of the jurisdiction the Court had no jurisdiction over them. The petitioning creditors appealed, and it was contended on their behalf that the respondents were subject to the jurisdiction because they had carried on business in England in terms of section 6 (1) (d) of the Bankruptcy Act 1893, and that the assignment would defeat the English creditors by making the English assets available for the payment of the creditors in America. But the Court of Appeal, consisting of Lindley, M.R., and Rigby and Vaughan Williams, L.J.J., were unanimously of opinion that the debtors were not subject to the jurisdiction of the Court, and the Registrar was right. In giving judgment Lindley, M.R., said, at p. 544:—"I will not say what view I take for the previous decisions of this Court which are binding upon us. But, having regard to those decisions, I think this appeal must fail." Then he referred to *Ex parte Blain* *supra* and *In re Pearson* *supra* as the decisions by which the Court was bound. Leave was given to appeal to the House of Lords.

The effect of these decisions is that a foreigner who is resident out of the jurisdiction of the English Courts cannot be made bankrupt unless he has committed an act of bankruptcy in England; that the words 'debtor' in section 4 of the Act must be taken to mean a debtor properly subject to the English bankruptcy law; that section 6 of the Act does not come into operation unless the debtor is within section 4; and that if the case is within section 4, it must also be brought within section 6. These decisions were pronounced by no less than eight distinguished judges, and they must be taken to settle the law on this point, unless and until that law is declared to be otherwise by the House of Lords. If, then, the provisions

on this head of the local bankruptcy law are the same as those of the English law, there is nothing for me to do but follow these decisions. On a comparison of the two sets of provisions, it will be found that section 4 of the Ordinance is a transcript of section 4 of the Act with some three or four changes, none of which are material for the present purpose. Section 6 of the Ordinance is also taken from section 6 of the Act, but there is a considerable difference between them in respect of sub-section (1) (d). In the English Act this paragraph reads as follows:—

"(d) The debtor is domiciled in England, or, within a year before the date of the presentation of the petition, has ordinarily resided or had a dwelling-house or place of business in England."

In the local Ordinance it is as follows:—

"(d) The debtor, or, if he is a member of a firm, and the proceedings are against the firm, his partner or one of his partners, is domiciled in Hongkong, or, within a year before the date of the presentation of the petition has ordinarily resided or had a dwelling-house, or the debtor or his firm has within the same period had a place of business in Hongkong."

Having regard to the terms of this paragraph of the Ordinance, I cannot help thinking that the person who drafted it was acquainted with the decision in *Ex parte Blain* *supra* and intended the alteration made in the paragraph, as compared with the corresponding paragraph of the English Act, to counteract the effect of that decision. But then after this paragraph had been drafted and enacted in this form, there came the case of *In re Pearson* *supra* which decided that, in determining the question of the liability of a foreigner to English bankruptcy law, you must look at section 4 in the first place, and can only look at section 6 when the case has been brought within section 4. It is with the greatest diffidence that I venture to express the opinion that the two sections should be read together. It seems to me that, if such a construction were admitted, you would have a sufficiently clear indication of the intention of the local legislature that, in any case where bankruptcy proceedings are taken against a firm, even though he is a foreigner and resident out of the jurisdiction, is liable to have a bankruptcy petition presented against him if (a) his partner or one of his partners is domiciled in the Colony, or (b) his partner or one of his partners has, within a year before the date of the presentation of the petition, ordinarily resided or had a dwelling-house in the Colony, or (c) his firm has within the same period had a place of business in the Colony. But, according to the express and repeated ruling of the Court of Appeal, this construction cannot be admitted. It is proper also for me to bear in mind that, if the four Chinese partners in the present case come within the terms of section 6 (1) (d) of the Ordinance, we are not justified in giving the interpretation which we are asked to give to the word 'debtor,' simply because some convenience would result from so doing, or some inconvenience may result from not doing so."

I come therefore to the conclusion that the motion must be allowed and the order for service of the petition on the four partners now moving must be discharged and the service on them set aside and the petition be dismissed as against them. They must also have, as against the petitioning creditor, their costs of and incidental to the motion.

ADMIRAL SEYMOUR'S REPORT.

The following is Admiral Seymour's report, dated Tientsin 28th June. Admiral Seymour writes:—

Have returned to Tientsin with forces unable to reach Peking by rail. Two attacks on the advanced guard made by the Boxers were repulsed with considerable loss to the enemy, none on our side killed. The Boxers attacked the train at Langfang in large numbers with great determination, but were repulsed with the loss of about 100 killed. Our loss was five Italians. The same afternoon the Boxers attacked the British guard which had been left to protect Lofo station. Reinforcements were sent back with a loss of 100 men, and our losses were two men and two wounded. The guard were then pushed forward to Anting (two words untranslatable) and engaged the enemy, inflicting a loss of 175. No casualties on our side. This extensive destruction of the railway in our front having made further advance by rail impossible, I decided to fall back (another word untranslatable) and return to Yangtun where I proposed to organize an advance by river to Peking. After my departure from Langfang two trains left to follow on were attacked at (name illegible) by Boxers and Imperial troops from Peking, who lost there 400 or 500 in killed. Our casualties were six killed and four wounded. These trains, joined me at Yangtun the same evening. The railway at Yangtun was found to be completely demolished and the train immovable. The forces being short of provisions and hampered with wounded forced us to withdraw upon Tientsin, with which there had been no communication for six days, while our supplies were cut off as well as necessary for use of the wounded. We therefore started by boat, the forces marching alongside the river. Opposition was experienced during the whole course of the river, for in nearly every village, the rebels when defeated in one retired on the next village and skillfully retarded the advance by occupying well selected positions from which they had to be forced often at the point of the bayonet, in fact a killing fire it was difficult to march (word illegible). We made a night march, arriving at daylight, opposite the Imperial armoury above Tientsin where after friendly advances the treacherous enemy opened a heavy fire while our men were exposed on the river bank. The enemy was kept in check by rifle fire in front while the position was turned by a party of marines and some men under Major Johnston who rushed and occupied one of the salient points, also seizing a gun. The Germans lower down silenced two guns, then crossed the river, capturing four boats. The armoury was then occupied by our combined forces. Determined attempts to take it were made on the same and following days but were unsuccessful. We found vel-

some stores, guns, arms and ammunition of the latest pattern. Several of the guns were mounted for our defence and with them we shelled the Chinese forts lower down. Having thus found ammunition and rice we could have held out four days, but being harassed by large numbers of wounded, I sent in to Tientsin to ask for a relieving force, which arrived on the morning of the 23rd. The armoury was evacuated by the forces which arrived in Tientsin on the 24th June. On leaving the Armoury we destroyed it by fire.

	Killed	Wounded
British	27	97
American	4	25
French	1	10
German	12	62
Italian	5	3
Japanese	2	3
Austrian	1	1
Russian	10	27
Total	62	238

—China Gazette.

[The account of the above report must be accepted with reservations, as it does not appear in the *North China Daily News* down to the issue of the 4th instant].

A VIEW OF THE CRISIS.

DR. CANTLIE INTERVIEWED IN LONDON.

The *Daily Chronicle* last month interviewed a late Hongkong resident on the situation. Few men in London, says our contemporary, have a more intimate knowledge of China and Chinese politics than Dr. James Cantlie, who was for many years the leading English physician in Hongkong, and made a special study of everything relating to the life of the Empire. Dr. Cantlie gave an interesting account of the origin of the present situation, and its ultimate issue.

"I have not the slightest doubt," he said, "that Russian intrigue is at the bottom of all the trouble. It is a part of Russia's policy; she will take Peking, not now, or for some years, but she will take it—we know her ways."

"But will the Powers allow her?"

"The Powers cannot help themselves," said Dr. Cantlie with conviction. "They cannot drive Russia out. She wants the British railway along the coast knocked on the head. Russian statesmen fought against that railway too and nail, and it was a terrible blow to them when Britain persisted in the undertaking."

"What about the 'open door' then?"

"There is no 'open door' Britain will and I declare that Peking is of no value—no value—Russia will have had her way. China, in fact, is to be Russianised right down to the Yangtze."

"But we must keep the Yangtze?"

"Of course, and as long as we do that we need not trouble greatly. I have always maintained" (and here Dr. Cantlie quoted from a volume of the "British Empire" series to which he contributed) "that the 'British sphere of action' must be defined, and not only defined, but pegged out and defended. The region of China lying between the Yangtze Valley to the north and the Pearl (Canton) River to the south must be guarded from the east to the confines of Burma and Tibet, if Britain is to claim her fair share of influence and trade in China."

"Assuming, then, that the present troubles are due to Russian intrigue, what has been her immediate object?"

"I do not think the slightest doubt that Russia started the intrigue for the purpose of seeing how far she could go. But I do not think she anticipated the landing of 900 British soldiers. Nor do I think she anticipated what, I believe, has happened, that Japan has spoken out firmly and strongly against allowing Russia to profit by the present disturbances. Russia, in short, has, I believe, said to the Empress Dowager and her clique, 'Go ahead; we will back you up. You are Mongolians; we are Mongolians, and we will drive all these Saxons and foreigners out of China.'"

"The Boxers or 'Big Swords,' or whatever they are called, are therefore the tools of Russia and the Empress Dowager, what will be the attitude of the Chinese soldiers to these rioters?"

"That all depends upon whether the Boxers are Manchurians. I don't know. The official army of China is a Tartar or Manchurian army, and as everybody knows, the Manchus have around them in Peking their Manchu soldiery. If these Boxers are Manchus, the soldiers won't attack them, but if they are Chinese there will be a fight to the death between them and the 'Boxers'—a fight that is between Manchus and Chinese."

"It has been suggested that Li Hung-chang is implicated in the intrigue?"

"I don't think so," replied Dr. Cantlie. "Li Hung-chang has been deceived and sent south. He is in sympathy with a large extent with the 'Young China party,' and this is a retrograde movement. I believe he went with the Government a certain length, but when he found they were going to attempt the expulsion of foreigners he declined to proceed."

"What will be the end of all this trouble?"

"I believe it will die out. If it suits the Chinese Government to keep the Boxers quiet they will be kept quiet; in fact, they will be bribed to keep quiet, and that, I believe, will be the end of the whole business."

EXPORT CARGOES.

Per German steamer *Oldenburg*, sailed on the 20th June. For Smyrna—10 cases essential oil. For Naples—6 rolls matting. For Trieste—300 boxes tea and 20 boxes cases. For Genoa—104 boxes raw silk, 200 packages tea, 100 boxes waste silk, 15 cases essential oil and 14 rolls matting. For New York—60 cases essential matting. For Antwerp—100 bales feathers, 51 cases rice, 35 bales rattanware, 25 cases staranised, 15 bales bamboo tape, 9 rolls matting, 2 cases 15 bales rattanware and 1 case cigars. For Amsterdam—50 rolls matting and 10 cases Chinaware. For Rotterdam—250 bales broken cassia, 10 cases Chinaware and 8 rolls matting. For London—242 boxes tea and 50 cases essential oil. For Bremen—380 rolls matting, 10 boxes palmfans and 3 packages tea. For Hamburg—3300 packages tea, 150 cases staranised, 100 cases gallnuts, 70 cases essential oil, 49 rolls matting, 30 cases paper, 17 cases cigars, 17 cases human hair, 10 cases bristles, 5 boxes feathers, 4 bales cases and 8 cases China silk.

Per steamer *Laos*, sailed on the 2nd July. For Marseilles—200 bales raw silk, 6 cases silk, 50 cases staranised, 4 cases cheese, 7 cases arms, 6 cases Chinaware, 50 packages tea and 477 rolls matting. For Lyons—613 bales raw silk and 1 case silk. For London—35 bales raw silk.

Per P. & O. steamer *Managon*, sailed on the 2nd July. For London—43 cases private effects and 1 case cigars from Manila, 279 boxes tea from Mizco, 1 case feathers, 6 cases copperware, 8 cases woodware, 1715 packages frackcrackers, 77 rolls matting, 3 boxes private effects, 1 box cigars, 1 box China ink, 8 packages model engines, 5 chests Persia opium and 7 boxes silk. For Marseilles—25 bales waste silk. For Manchester—150 bales waste silk.

EYE-SIGHT.

NOTICE.

I AM continuing my Sight Testing Rooms in Hongkong at (W. BREWER & CO.) which, during my absence, will be in CHARGE of Mr. McIVER, Member Ph. Socy.

A Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of ordinary or special lenses can be obtained.

REPAIRS A SPECIALITY. N. LAZARUS. Hongkong, 24th May, 1900. 1532

SIENTING.

SURGEON DENTIST. No. 10, D'AGUILAR STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, 23rd September, 1891. [808]

FOR SALE.

A FEW OF THE FAMOUS HUMBER BICYCLES, LADIES' AND GENTLEMEN'S. Price: £100 to £140. Wm. SCHMIDT & CO., Beaconsfield Arcade. Hongkong, 16th June, 1900. 1213

NOW READY.

THE CHRONICLE AND DIRECTORY FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c. FOR 1900. THE THIRTY-EIGHTH ANNUAL ISSUE.

THE "CEYLON OBSERVER" PUBLISHED DAILY.

THE Oldest and Largest Paper in the Colony, with a Circulation far ahead of any other local print.

THE ONLY CEYLON JOURNAL that receives regular SPECIAL TELEGRAMS of Mail and of other important Intelligence from Bombay, Madras, Galle, &c.; besides REUTER'S SERVICE from EUROPE, &c. Subscription with Postage, to China and Japan, Rupees 47 in advance. THE WEEKLY "CEYLON OBSERVER," with SUPPLEMENTS containing all Telegraphic Intelligence. Subscription for China, Japan, Straits, &c. Rupees 18 per annum in advance. Received at Hongkong Daily Press Office.

FOR SALE.

MAP OF THE SIKIANG or WEST RIVER. From Hongkong to Wuchowfu, Showing the Ports and Calling Places. Opened to Foreign Trade, 1897. Published at Daily Press Office. Price 25 Cents. Cash. Hongkong, 1st April, 1897. [48]

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES. S. S. "KURDISTAN."

FROM NEW YORK, STRAITS AND MANILA.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained after the Average Bond, which is lying in the office of the Under-

signed, has been signed, and payment of a deposit of 3 per cent. on value of their goods.

Goods not cleared by the 11th inst. at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY.

JARDINE, MATHESON & CO., Agents. Hongkong, 4th July, 1900. [1916]

FROM HAMBURG, PENANG, AND SINGAPORE.

THE H.A.L. Steamship "SAVOLA."

Captain Macleod, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 P.M. To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 11th July, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th July, at 3 P.M.

No Fire Insurance has been effected.

SIEMSEN & CO., Agents. Hongkong, 4th July, 1900. [1903]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship "MALTA."

FROM ANTWERP, LONDON, PORT SAID, SUEZ, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo. From London, &c., &c. as China. Optional goods will be landed here unless instructions are given to the contrary before 1 P.M. To-DAY.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

A. M. MARSHALL, Acting Superintendent. Hongkong, 6th July, 1900.

NOTICES TO CONSIGNEES.

THE INDO-CHINA STEAM NAVIGATION CO., LIMITED.

NOTICE TO CONSIGNEES. FROM MIDDLEBOROUGH AND LONDON.

THE Company's Steamship "MACEDONIA"

having arrived from the above ports, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.

Goods not cleared by the 10th inst. at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

JARDINE, MATHESON & CO., General Managers. Hongkong, 3rd July, 1900. 1894

NAVIGAZIONE GENERALE ITALIANA. (FLORIO AND RUBATTINO UNITED COMPANIES.)

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE. THE Steamship "BISAGNO."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their goods are being landed at their risk in the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant will be subject to rent.

Bills of Lading will be countersigned by CARLOWITZ & CO., Agents. Hongkong, 3rd July, 1900. [7]

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL. THE Company's Steamship "MOYUNE"

having arrived from the above ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained after the Average Bond, which is lying in the office of the Under-

signed, has been signed, and payment of a deposit of 3 per cent. on value of their goods.

Goods not cleared by the 11th inst. at 2 P.M., will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

Optional goods will be landed here unless instructions are given to the contrary before 4 P.M. To-DAY.

JARDINE, MATHESON & CO., Agents. Hongkong, 4th July, 1900. [1916]

FROM HAMBURG, PENANG, AND SING

NEW ADVERTISEMENTS

TO LET.
WITH IMMEDIATE POSSESSION.
A SPACIOUS ROOM suitable for an office, on N.E. corner of Third Floor, Prince's Buildings.
Apply to—
S. J. DAVID & CO.
Hongkong, 10th July, 1900. [1945]

NOTICE.
ENTRIES for the GYMKHANA next SATURDAY will CLOSE at 6 P.M. on WEDNESDAY, July 11th, and not as before stated (except for the Mile Handicap). Post Entries for Ladies' Nomination events will be accepted.
There will be a Soldiers' and Sailors' Race, leapfrog in pairs, in the Water Race.
Hongkong, 10th July, 1900. [1944]

PUBLIC AUCTION.
THE Undersigned has received instructions to sell by Public Auction, on

THURSDAY,
the 12th July, at 2.30 P.M., at his Sales Room, No. 84, Queen's Road Central.
SUNDRY HOUSEHOLD FURNITURE, PLANT, &c.
Comprising—
DRAWING ROOM, DINING ROOM and BEDROOM FURNITURE.
A Few Handsome PICTURES, Handsomely Framed, including OIL PAINTINGS, CROCKERY, GLASS and PLATED WARE.
One METAL FRAME COTTAGE PIANO, by Grant.
One COTTAGE PIANO.
One IRON SAFE and STAND.
A.C., &c., &c.
Terms of Sale:—As Customary.
V. I. REMEDIOS, Auctioneer.
Hongkong, 10th July, 1900. [1946]

FOR SWATOW.
THE Company's Steamship
"HAIMUN."
Captain Davis, will be despatched for the above port TO-DAY, the 10th inst., at 11 A.M.
For Freight or Passage, apply to
DOUGLAS LARPAIK & CO.,
General Managers.
Hongkong, 9th July, 1900. [1943]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR
SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUERZ, PORT SAID, PUEBLO AND TRIESTE.
(Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).
THE Company's Steamship
"TRIESTE,"
Captain A. Matis, will be despatched as above on TUESDAY, the 17th inst.
Suits and Valises are transhipped on arrival at Bombay into an accelerated liner.
For information as to Passage and Freight, apply to
SANDER, WILDER & CO.,
Agents.
Hongkong, 10th July, 1900. [1947]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"SUNGKIANG."
Captain Moore, will be despatched as above on THURSDAY, the 19th inst., at 4 P.M.
The attention of Passengers is directed to this two service Steamer.
A daily qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 10th July, 1900. [1947]

IMPERIAL GERMAN MAIL LINE.
NOTICE TO CONSIGNEES.
THE Steamship
"KONIG ALBERT,"
of the Norddeutscher Lloyd.
The above named steamer having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.
Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th July will be subject to rent.
All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 17th July, and THURSDAY, the 19th July, at 9.30 A.M.
All claims must reach us before the 21st July, or they will not be recognized.
Bills of Lading will be countersigned by the undersigned.
NORDDEUTSCHER LLOYD, MELCHERS & CO.,
Agents.
Hongkong, 9th July, 1900. [1948]

AMOEY.
FOR SALE. as a going concern, the "AMOEY HOTEL." Well furnished throughout.
Apply by Letter to—
HOTEL.
Care of Hongkong Daily Press Office.
Hongkong, 29th June, 1900. [1909]

R. J. REMEDIOS, FOREIGN AND COLONIAL STAMP DEALER.
No. 37, ELOIN STREET, HONGKONG.
Will be glad to send STAMPS on approval to any address on receipt of satisfactory reference.
Also prepared to purchase used Postage STAMPS in Large or Small Quantities for Cash.
AGENTS WANTED.
15 to 25 percent Discount Allowed. [1936]

TO LET.

"THE EYRIE."
A T the Peak, close to summit; delightfully cool and healthy.
TO BE LET, FURNISHED.
Immediate possession can be had.
For Particulars, apply to—
R. C. WILCOX,
8, Beaconsfield Arcade.
Hongkong, 15th June, 1900. [1737]

FURNISHED HOUSE at MONTROSE Hill, with immediate possession.
For Particulars, apply to the undersigned.
H. J. GEDDES,
12, Queen's Road Central.
Hongkong, 29th June, 1900. [1831]

FIRST FLOOR OFFICES, Central position.
Apply—
GUACO.
Care of Daily Press Office.
Hongkong, 27th June, 1900. [1844]

TO LET.
A FOUR-ROOMED HOUSE in Kowloon. Low Rental.
A FOUR-ROOMED HOUSE in Richmond Terrace.
Apply to—
HUMPHREYS ESTATE & FINANCE CO., LIMITED.
Hongkong, 28th June, 1900. [1871]

"HARFORD," MAGAZINE GAP.
13, PRAYA CENTRAL, Rooms on 2nd Floor.
"GLENIFFER," KOWLOON.
A HOUSE IN RIVON TERRACE.
A GARDEN in DEBBEL STREET.
Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
Hongkong, 19th June, 1900. [191]

BOARD AND APARTMENTS at Kowloon for Married or Single.
Apply—
"BERYL,"
Garden Road, Kowloon.
Hongkong, 6th June, 1900. [1674]

MRS. GILLANDERS has the honour to announce that she has now REMOVED to GLENWOOD, 21, Caine Road, formerly known as Kingsclere; ten minutes from Clock Tower.
Hongkong, 10th February, 1900. [4475]

COMFORTABLY FURNISHED ROOMS, with Board.
Apply to Mrs. MATHER, 2, Pedder's Hill.
Hongkong, 1st January, 1892.

THE REGISTRATION OF TRADE MARKS ORDINANCE, 1898.
APPLICATION FOR REGISTRATION OF TRADE MARK.
NOTICE is hereby given that MAN SUI CHEE has, on the 12th day of April, 1900, applied for the registration, in Hongkong, in the Register of TRADE MARKS, of the following TRADE MARK: A Floral device containing the Chinese characters 珍園鳥龍 meaning CHAN PO U LOONG and a Floral device containing the Chinese characters 珍園 meaning CHAN PO in black and 寶品鳥龍 in red meaning Best Quality Black Dragon, in the name of the CHAN PO FIRM, who claim to be the proprietors thereof.
The TRADE MARK has been used by the said Firm for 15 years in respect of the following goods in class 42, viz: Tea. A facsimile of the TRADE MARK can be seen at the office of the Colonial Secretary of Hongkong.
Dated the 9th day of May, 1900.
DENNIS & BOWLEY,
Solicitors for the Applicant.

C. LAZARUS & CO.,
60 & 61, BENTINCK STREET, CALCUTTA.
Telegraphic Address: A.B.C. Code.
"MAHOGANY," Calcutta.
4th Edition used.

THE STANDARD INDIAN BILLIARD TABLE.
Manufactured throughout in Calcutta and guaranteed to stand the tropical climate.
Price, complete, with accessories for Billiard, Rs. 1,450, packed.

SPECIAL ADVANTAGE.
We take all RISKS against Breakage.
Send for our latest PRICE LIST To Hongkong Daily Press Office. [2475-2]

WING CHEONG.
Dealer in JEWELRY, PEARLS, DIAMONDS, CURIOS, JADESTONEWARE, CARVED IVORYWARE, SILKS, and GRASS CLOTHS.
AND GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen of this Colony that we commenced business on the 11th April, 1900, and we solicit their kind patronage.
Nos. 1 & 3, D'AGUIAR STREET, Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1916]

PORTLAND CEMENT.
J. B. WHITE & BROS.
Sole Agents for China.
HOLLIDAY, WISE & CO.
Hongkong, 16th September, 1899. [1765]

PUBLIC COMPANIES

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.
NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on TUESDAY, the Twenty-seventh day of March, 1900, the following Resolutions were passed:

1.—That in pursuance of the provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March and since duly registered, the sum of \$1,250,000 be withdrawn from the Reserve Fund and be carried as of the 2nd July next to the Credit of Capital Account, each Share being credited with a sum of \$25 as paid up thereon in addition to the sum of \$50 now standing to the credit of each Share.
2.—That the balance of \$32 per Share of the Unpaid Capital of the Company be called up, and that a Call be and is hereby made of \$25 per Share upon all the Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay accordingly.
And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the 2nd day of July, 1900, at the rate of 4 1/2 per centum per annum, upon all Calls remaining unpaid after the 1st day of July, 1900, up to the actual dates of payment of the same.
By Order of the Board.
A. SHELTON HOOPER,
Secretary.
Hongkong, 28th March, 1900. [1916]

OLIVERS FREEHOLD MINES, LIMITED.
NOTICE is hereby given that a FINAL CALL of \$0.50 per Share has been made in respect of the "B" Shares in the above-named Company, and that such CALL is PAYABLE to the General Managers on the 17th day of JULY, at the Offices of the Company, 35 and 40, Queen's Road Central.
JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, 16th May, 1900. [1848]

THE PUNJON MINING COMPANY, LIMITED.
IN consequence of the necessity for heavy repairs to the Mill, and the temporary absence of Water power caused by the carrying away of the embankment of the Reservoir, very little crushing of ore has been done this year; and as the windings of gold have been sufficient to pay current expenses, salaries, cost of repairs, cost of new Reservoir, and prospecting, the Directors find it necessary to make the final call of One Dollar per share; and accordingly, Notice is hereby given that at a MEETING of the Board of Directors of the Company, held at the Company's Office, No. 9, Praya Central, Victoria, Hongkong, on TUESDAY, the 26th June, 1900, the following Resolution was passed:

That the final CALL of ONE DOLLAR per SHARE upon all the Holders of Ordinary Shares in the above Company in respect of all the Shares held by them in the above Company be and the same is hereby made. Such Calls to be paid to the Company at their Bankers, the HONGKONG AND SHANGHAI BANKING CORPORATION, at their premises, Queen's Road Central, Victoria, Hongkong, on or before the 6th day of August, 1900.

And Notice is also given that in accordance with Article 24 of the Company's Articles of Association, interest will be charged as from the said 6th day of August, 1900, at the rate of 8 1/2 per centum per annum, upon all Calls remaining unpaid after the said 6th day of August, 1900, up to the actual dates of payment of the same.

Shareholders are particularly requested to note that upon presentation at the Office of the Company of the Bankers' receipt for payment of the Call together with the Certificate of the Shares in respect of which the Call has been paid, an endorsement to that effect will be made upon the certificate.
By Order of the Board of Directors.
W. H. GASKELL,
Secretary.
Hongkong, 6th July, 1900. [1924]

W. B. REWER & CO.
NEW BOOKS—NEW GOODS.
Brassley's Naval Annual, 1900... \$10.00
Das Echo—by each Mail—Single Copies 25
Village Life in China, by Author Chinese... 4.50
Khaki, Part I, Newnes' Latest War Pic... each 35
With Roberts to the Transvaal... 70
The Sieges of Ladysmith, with 64 Pictures from Photographs, by a Resident Photographer... 70
Phillips' Ready Reference Atlas... 6.50
Phillips' Student's Atlas... 4.50

NEW STOCK.
Black and Brown Gentlemen's Boots and Shoes. Patent Leather Court and Evening Shoes.
LADIES' SUPERIOR WALKING SHOES.
Tennis Racket—Forrester's and Sons (the best make). Avers and Forrester's Tennis Balls.
BY NEXT ENGLISH MAIL.
Marie Correll's New Book, "Boy" \$1.50
23 & 25, Queen's Road, Hongkong. [191]

THE ADMIRALS AND SENIOR OFFICERS OF THE ALLIED POWERS in China desire to let be known to all Viceroys and Authorities on Coast, River, Provinces and Cities in China that they intend use of their arms only against the Boxers and those people who oppose them on their march to Peking for the rescue of their fellow countrymen.
Taken, 24th June, 1900.
Published by request of the SENIOR ADMIRAL at Taku.
JOAQUIM MARIA TRAVASSOS VALDEZ,
Consul General for Portugal & Senior Consul.
[1895]

LOST.
On Saturday Evening, the 30th June, between the NAVAL YARD and MURRAY PIER, a PAIR OF SPECTACLES.
Finder will be REWARDED on returning to—
NAVAL YARD POLICE.
Hongkong, 4th July, 1900. [1893]

BANKS.

THE BANK OF CHINA & JAPAN LIMITED.
WORKING CAPITAL... over £210,000
RESERVE LIABILITY OF SHAREHOLDERS... fully £425,000
HOLDERS... £635,000

HEAD OFFICE:
30, Nicholas Lane, London.
BRANCHES:
Hongkong, Shanghai, Singapore.
AGENCIES:
Yokohama, Kobe, Penang, Bombay, Calcutta, Madras, Colombo, Rangoon, Java, Lyons, and Paris.

BANKERS:
The Bank of England and the Capital and Counties Bank, Limited.
General Manager—F. C. BISHOP.

INTEREST ALLOWED.
On Current Accounts... 2 per cent
Fixed Deposits 3 months... 4 1/2
Do. 6 months... 4 1/2
Do. 12 months... 5 1/2

The Bank buys and sells and receives for collection Bills of Exchange on and transacts general Banking business with the above places, Hongkong, 1st May, 1900.

THE MERCANTILE BANK OF INDIA, LIMITED.
AUTHORIZED CAPITAL... £1,500,000
SUBSCRIBED... £1,250,000
PAID-UP... £625,000
RESERVE FUND... £30,000

BANKERS:
LONDON JOINT STOCK BANK, LIMITED.
INTEREST allowed on Current Accounts at the rate of 2 1/2 per annum on the Daily balance.
On Fixed Deposits—
For 12 months... 4 1/2
For 6 months... 3 1/2
For 3 months... 3 1/2
J. THURBURN,
Manager, Hongkong.
Hongkong, 24th March, 1900. [1920]

HONGKONG SAVINGS BANK.
THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rates may be obtained on application.
INTEREST on deposits is allowed at 3 1/2 per cent. per annum.
Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [18]

HONGKONG & SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL... \$10,000,000
RESERVE FUND... \$11,500,000
RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS.
N. A. STEES, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. GOSZ, Esq.
Hon. R. M. Gray
A. Haug, Esq.
Hon. J. J. Kewick
D. Meyer Moses, Esq.
H. W. Slade, Esq.

CHIEF MANAGER:
Hongkong—SIR THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On Fixed Deposits—
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 1/2 per cent. per annum.
For 12 months, 4 1/2 per cent. per annum.
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [17]

THE NATIONAL BANK OF CHINA LIMITED.
AUTHORIZED CAPITAL... £1,000,000
PAID-UP CAPITAL... £324,374

HEAD OFFICE—HONGKONG.
BOARD OF DIRECTORS.
CHAN K. SHAN, Esq., D. GILLIES, Esq.,
CHOW T. SHANG, Esq., J. T. LAU, Esq.,
Chief Manager.
Geo. W. F. PLATFAIR.

Interest for 12 Months Fixed... 5 1/2.
Hongkong, 23rd March, 1899. [19]

BANK OF TAIWAN (FORMOSA) LIMITED.
(INCORPORATED BY SPECIAL IMPERIAL CHARTER.)
AUTHORIZED CAPITAL... Yen 5,000,000
PAID-UP CAPITAL... 1,250,000

HEAD OFFICE—TAIPEH, FORMOSA.
JIUCHI SOYEDA, Esq., President.
Head Office Manager—TAKESHI DOKI, Esq.

BRANCHES AND AGENCIES.
Tokyo, Osaka, Yokohama, Kobe, Nagasaki, Kyoto, Nara, Tainan, Moji, Hiroshima, Hakodate, Otaru, Hongkong, Shanghai, Amoy, Chemung, Fusan.

HEAD OFFICE—INTEREST ALLOWED.
On Current Account... 4 1/2 per cent.
On Fixed Deposits—
For 3 months... 5 1/2 per cent. per annum.
For 6 months... 6 per cent. " "
For 12 months... 6 per cent. " "

Credits granted on approved securities and every description of Banking and Exchange business transacted.
Drafts granted on the Chief Commercial places both in Japan and abroad.
Further particulars may be obtained on application.
TAKESHI DOKI,
Manager.
Taipei, 20th November, 1899. [1290]

BANKS.

THE DEUTSCH-ASIATISCHE BANK.
PAID-UP CAPITAL... Sh. Tael 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.
BRANCHES:
Berlin, Tientsin, Hankow, Calcutta, Tsingtau (Kiantschau).

LONDON BANKERS:
Messrs. N. M. ROTHSCHILD & SONS, UNION BANK OF LONDON, LTD.

INTEREST allowed on Current Account DEPOSITS received on terms which may be learned on application. Every description of Banking and Exchange business transacted.
H. SCHOTT LAENDER,
Acting Manager.
Hongkong, 8th February, 1900. [45]

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.
SUBSCRIBED CAPITAL, Shanghai Tls. 5,000,000
PAID-UP CAPITAL... 2,500,000

HEAD OFFICE—SHANGHAI.
BRANCHES AND AGENCIES.
Canton, Chefoo, Hankow, Chinkiang, Peking, Chungking, Penang, Foochow, Singapore, Swatow, Tientsin.

The Bank purchases and receives for collection Bills of Exchange drawn on the above places, and sells Drafts and Telegraphic Transfers payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities. Bills Discounted.
INTEREST ALLOWED on Deposits At 2 1/2 per annum on Current Account daily balances.
3 1/2 per annum on Fixed Deposits for 3 months.
4 1/2 " " " " " 6 " "
5 1/2 " " " " " 12 " "

E. W. BUTTER,
Acting Manager.
Hongkong, 2nd February, 1900. [12]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.
CAPITAL PAID-UP... £800,000
RESERVE LIABILITY OF SHAREHOLDERS... £800,000
RESERVE FUND... £525,000

INTEREST allowed on Current Account at the rate of 2 1/2 per annum on the Daily balances.
On Fixed Deposits for 12 months 4 per cent.
" " " " " 6 " " 3 1/2
" " " " " 3 " " 3 1/2
T. E. SANSON,
Acting Manager, Hongkong.
Hongkong, 23rd May, 1900. [21]

THE YOKOHAMA SPECIE BANK, LIMITED.
ESTABLISHED 1880.
CAPITAL SUBSCRIBED... Yen 24,000,000
CAPITAL PAID-UP... 18,000,000
CAPITAL UNPAID... 6,000,000
RESERVE FUND... 8,000,000

HEAD OFFICE—YOKOHAMA.
BRANCHES AND AGENCIES.
Tokyo, Kobe, Nagasaki, London, Lyons, New York, San Francisco, Honolulu, Bombay, Shanghai, Tientsin, Newchwang.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LIMITED.
PARIS BANK, LIMITED.
THE UNION BANK OF LONDON, LIMITED.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the daily balance.
On fixed deposits for 12 months 5 1/2 per annum.
" " " " " 6 " " 4 1/2
" " " " " 3 " " 3 1/2
S. CHOI,
Hongkong Manager.
Hongkong, 17th April, 1900. [768]

NEW GOODS, PLENTY IN HAND.
JAPANESE CURIOS.

D. NOMA,
12, Beaconsfield Arcade, Opposite the City Hall, Hongkong.
Hongkong, 27th April, 1900. [1766]

CARMICHAEL & BARLOW,
CONSULTING ENGINEERS, SURVEYORS, AND CONTRACTORS.
QUEEN'S BUILDINGS.

DESIGNS and Specifications prepared for any class of Steamships, Launches and light-draught vessels a specialty. Contractors for the supply and erecting of any type of machinery. New work and repairs supervised. New and second hand Launches for Sale. Telegrams: "CELESTE," Hongkong. Telephone, 232.
H. F. CARMICHAEL, B. J. BARLOW,
Hongkong, 1st June, 1899. [1637]

NOTICE OF REMOVAL.
THE Offices of the HONGKONG DAILY PRESS, CHUNG NGOI SAN PO, CHRONICLE & DIRECTORY, have this day been Removed to 9, PRAYA CENTRAL, Entrance East Lane, recently Messrs. Tomes & Co.'s Office, behind Messrs. Shewan, Tomes & Co.'s premises.
Hongkong, 1st May, 1900.

INSURANCES.

PHENIX FIRE OFFICE.
The Undersigned are now prepared to GRANT POLICIES of INSURANCE against FIRE at Current Rates.
DOUGLAS LARPAIK & CO.,
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. [27]

TRANSATLANTIC FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th November, 1872. [24]

SUN INSURANCE OFFICE, LONDON.
FOUNDED 1710.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 16th May, 1892. [25]

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.
The Undersigned AGENTS of the above Company are prepared to ACCEPT First Class Foreign and Chinese Risks at Current Rates.
SIEMSEN & CO.,
Agents.
Hongkong, 29th May, 1895. [26]

SALAMANDER FIRE INSURANCE COMPANY.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
HOTZ, JACOB & CO.,
Hongkong, 2nd April, 1900. [1022]

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.
TOTAL FUNDS at 31st DECEMBER, 1899, £14,400,089.

I. AUTHORIZED CAPITAL, £3,000,000 0 0
II. SUBSCRIBED CAPITAL, 2,750,000 0 0
PAID-UP CAPITAL, 287,500 0 0
III. FIRE FUNDS, 2,731,183 13 7

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 22nd June, 1900. [1872]

"L'UNION" FIRE INSURANCE COMPANY, LD.
(Established 1823).
Head Office, 15 Rue de la Banque, Paris.
STATEMENT FOR 1899.
Paid-up Capital, 2,500,000
Liability of Shareholders, 10,000,000
Reserve, 11,205,000
Premiums to be paid up in 1899 and following year, 79,650,334.70
Total Guarantee, Frs. 109,855,334.70

Losses paid by the Company since its Establishment—
219,000,000 Francs.
The Undersigned, having been appointed General Agent for the above Company, is prepared to accept risks at current rates. Claims settled direct without reference to the Head Office.
A. R. MARTY,
Agent.
Hongkong, 1st May, 1900. [1322]

SUN LIFE ASSURANCE COMPANY OF CANADA.
HEAD OFFICE—MONTREAL.
The above Company is prepared to issue UNCONDITIONAL POLICIES on all approved plans, and will settle claims immediately upon receipt of proof of death and without reference to the Head Office.
For Rates and other Particulars, apply to
W. J. G. WHITLEY, Acting Manager,
8, Praya Central.

SCOTTISH METROPOLITAN ASSURANCE CO.
The combined ACCIDENT and LIFE POLICY is the MOST ADVANTAGEOUS form of INSURANCE.
A yearly premium of £28 2s. (age 30) secures the following—
£2,000 in case of death by accident.
£1,000 in case of natural death.
£1,000 in case of permanent total disablement by accident.
£500 in case of partial total disablement by accident.
£6 per week in case of temporary disablement by accident.
Accidents insured against for 24 and 42 per annum (£1,000 in case of death, by weekly payments in case of injury).
For further Particulars apply to
J. Y. V. VERNON,
Agent.
Hongkong, 8th June, 1896. [1774]

THE WESTERN ASSURANCE COMPANY OF TORONTO, CANADA.
INCORPORATED 1850.
CAPITAL... £410,000.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1900. [1512]

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LA-CHAPELLE.
The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.
REUTER, BRÜCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. [19]

HONGKONG
BUSINESS DIRECTORY.

AUCTIONEERS, &c.

PAUL BREWITT,
2, Zetland Street, Auctioneer, Appraiser
and Commission Agent.

HUGHES & HOUGH,
Auctioneers to the Government, and Share
and General Brokers, corner Ice House
Street and Praya Central.

GEO. P. LAMBERT,
Auctioneer, Valuer and Goods Broker,
Duddell Street.

V. J. REMEDIOS,
Auctioneer, Appraiser and Agent,
8, Queen's Road Central.

BOARD AND LODGING

STAG HOTEL,
148 and 150, Queen's Road Central,
Comfortable and Cheap.

THE WESTERN HOTEL,
Excellent Accommodation, \$2.50 per day,
93 and 95, Queen's Road West.

BOOKBINDING

"DAILY PRESS" OFFICE,
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SPORT AND ANECDOTE.

BY AN OLD FOOKY.

ROCKS AHEAD.

The spirit of unrest amongst our leading pro-
fessional football clubs which began to show it-
self at the close of the season of 1899 has
increased very considerably since then, as the
proceedings at recent meetings of the various
Leagues and the Football Association testify.

As I mentioned last week, some of the southern
organisations are beginning to feel very serious-
ly the financial strain of running teams aspiring
to first-class company, and the officials are
anxious to make their positions more assured.

Aspirations to compete regularly amongst the
highest class are laudable enough, and if some
half-dozen or more clubs south of the Thames
came into line with the midland and northern
League teams, there can be no doubt that
such an organisation would be formidable, view-
ed from almost any standpoint. Several gen-
tlemen prominently associated with the man-
agement of important clubs seem to be hankering
after a combination of this description, the
primary idea being to increase the takings
during the playing season. With wages and
expenses alarmingly stupendous, and no im-
mediate prospect in view of the expenditure being
lessened this anxiety for incomes from the pay-
ing public is quite understandable. But I must
confess that there appears to be very little
thought given to the welfare of the game itself,
and this is the weak point in the otherwise at-
tractive scheme. At a recent meeting of the Football
League, during a discussion upon some modified
system of pooling the gates, it was mentioned
that if the principle of sharing the spoil between
the big and the little alike were adopted, the
big would retire and assist in building up a
rival organisation. The statement may not
have been made in as many words, but this
was the notion conveyed to the meet-
ing. No more significant sign of the rocks
ahead has been observable since Mr. Mc-
Gregor put the Football League into shape.

Whether the measure will develop into actual
rebellion remains to be seen. The football of
these times, instead of being regarded as an
exhilarating pastime for the players, is looked
upon more in the light of a spectacle, for which
the patrons are called upon to pay according to
the class of entertainment provided. That there
has been a demand for this sort of thing has
been abundantly proved. The attendance at big
matches have grown at an extraordinary rate,
and anyone who ventured to hint at the popularity
of League football declining would be ridiculed
out of court. And yet—with all this difference
let me say it—I cannot rid myself of a vague
suspicion that unless these who handle and traffic
in professional exponents of the game are very
careful they may overreach themselves. The
British public in the conglomerate may be
gullible, but it does not like its weaknesses to
be played upon much.

THE STRUGGLE AND ITS ISSUE.

For a period, at any rate, the dangers of a
split amongst the league clubs has been averted.
The necessary two-thirds majority was not
obtained to put in force a new rule dealing with
the "gates." But the vote itself may be
regarded as the thin edge of the wedge, for we
may take it for granted that the majority on
committee will not rest content until they have
won over a few more wavering. Should this
partial pooling of the gates, then, be brought
about, we may expect the more wealthy of our
biggest clubs to rise in revolt. When hinted at
recently, Mr. Bentley, the President of the
League, deprecated the statement, but assured
the meeting that whatever happened in the
shape of a meeting the League would still go on.
If I read aright between the lines this was not
uttered as an idle boast, but as the settled
conviction of one who knew not only the strength
but also the weakness of the organisation
over which he presides. Fortunately, for
everyone concerned, the relations between the
Football Association and the Football League
have always been of the most friendly nature;
irresponsibilities outside these bodies may gasp
as they choose about trials of strength and
the rest of it. Wise in their day and genera-
tion, the leaders of the League have never
dreamed of running counter to the Association.

I think I might also go so far as to say that
the Association has no more loyal supporters
than the gentlemen who control the destinies of
the F. L. Herein lies one of its greatest
sources of strength. The League may not be
at the back of the Association, if I may so put
it, but the Association is at the back of the
League in safeguarding the interests of the
game and the enforcing of a very necessary
punishment for any infraction of the rules. I
have been wondering whether those who threat-
en revolt have considered the mutual under-
standing at present existing between the two
bodies, because it has occurred to me that in the
event of another big combination of profession-
al clubs springing up the members of the
Association might not feel disposed to recognise
it in the same friendly spirit. "Aha," at once
cries the incontinent mutineer, "that would not
matter to us, we shall go on without the As-
sociation." A very nice, comfortable, indepen-
dent sort of a theory. But supposing it was
possible to bring into one combine twenty
to thirty of the biggest clubs in the country—which
might prove a bigger task than it looks—is it to
be supposed that their weight and influence could
count for any length of time against that of the
Association? Divest the English Cup Com-
petition of the whole of the leading professional
teams, and the door would be opened wide again
to elements from our Universities and public
schools, and the amateur would begin to flourish
again in the style. I for one have not quite
lost faith in the amateur; the youths and men
who follow a pastime for the pure love of the
thing would soon be able to win back some of
the support of the public. It did not take very
long to expose the fallacy of the "test matches,"

for your football enthusiast requires his fare hot
and strong. Entertainments may be all very
well in their way, but however spicy the specta-
cles they would soon fall flat without the spirit
of genuine contest being displayed. No; I
have no faith in any organisation promoted in-
dependently of the A.A. and when these sun-
gazing young people speak so airily of founding
a rival the chances are that they have not given
the subject all the consideration it deserves.

ATHLETICS.

With the decline of interest in cycling affairs,
it looks as if athletics are to be given a chance.
Already it has been decided by the Amateur
Athletic Association to spend £100 towards
defraying the expenses of an English team in
visiting Paris for the so-called World's Cham-
pionships. We know something of these events
in cycling circles, and if our athletes make no
better progress than their brethren of the wheel
the less we hear of these high-sounding titles the
better. This year the French people are cer-
tainly working hard to attract sportsmen to
the scene of their mammoth exhibition, and I
have reason to believe that the sporting instinct
is at the bottom of these athletic festivals. I
should like to be able to say as much about the
big cycle events soon to be commenced upon.
Some few years ago, it may be remembered, a
party of English athletes visited America upon
somewhat similar lines, but the trip was only
partially successful, and it was thought at the
time that we had seen the last of such under-
takings. It would be a rare thing if we could get a
real gathering of athletic and gymnastic cham-
pions—the pick of every class, runners, jumpers,
gymnasts, cyclists and what not, irrespective of
status, if only for the time being. But so long as
the bewildering wrappings of red tape protect the
amateur from contact with the professional we are
not likely to get a world's championship worthy of
the name. Quite recently a communication re-
ached the Amateur Athletic Association from Aus-
tralia inviting a party of athletes to their forth-
coming championship meeting, and it was further
stated that if this was impossible their As-
sociation was willing to pay £50 towards the ex-
penses of our champion walker, Sturges, to pay
a visit for exhibition purposes. The offer failed
to raise any enthusiasm, and had to be declined.
Except on the score of distance, it is somewhat
difficult to reconcile the attitude towards the
different associations in France and Australia.

The distance, of course, would mean a terrible
heavy expenditure in the one case, while in the
other we are fairly close at home. If there were
any possibility of Anglo-Australian competitions
being introduced with any success at regular
intervals, somewhat on the lines of the cricket
tours, the A.A.A. I am persuaded, would quickly
lead its support, but the great difficulty would
be in making them pay their way.

TO RESTORE A WANEING SPORT.

Not for a long number of years has the sport
of cycle-racing been at a lower ebb than it is at
the present time. Various suggestions have
been made with a view of restoring some of its
former popularity, but nothing yet has attracted
the populace as they were wont to be attracted.

My own idea—it is an old one, and, maybe,
quite as valueless as any of the rest—is that if
a combination of ground and track proprietors
could be formed, and guarantees given of a
fixed number of race meetings during a season,
the prizes to be awarded in cash or kind as the
winners desired, there might be some hope of
good sport being provided. At present cyclists
are hampered in with too many restrictions—the
bulk of which are absurdly irksome and crimp-
ing—and if a few simple regulations were
drawn up and genuine sport offered to com-
petitors and their patrons I feel almost certain
that crowds could be again attracted, for when
keen there are few more stirring spectacles
than a cycle race. The power of the race
promoters should be absolute, and any rider
offending against the rules laid down should
be dealt with as the Jockey Club deals with
offenders. There are good racing tracks in
north, east, south, west, and the midlands, and
once racing men found their wants being
catered for they would soon flock over to the
support of enterprising men. A fixed round
of cycle race meetings, cash or value prizes, plenty
of handicaps, and the introduction, if you like,
of the totalisator, for the sporting fraternity, and
we should soon restore popularity to a nearly
defunct sport.

LORD NELSON'S MESSMATE.

The book market, we are told, is being flooded
with works treating of the struggle in South
Africa. All manner of blood-curdling stories
are being strung upon the all-too-palpable
treachery of the Boers, and as the weeks go on
we shall doubtless have the Bugler Dunn in-
cident served up in a thousand different ways.
It is indeed good to know that the valor of the
British race is the same as when Rear Lord
Nelson ran up his famous signal. Pleasant is
it also to turn from the harrowing scenes of
slaughter to the seener domains of sport, and
just now the following anecdote of the hero of
Trafalgar may be read with interest.—Lord
Nelson had been shooting on day near Palermo,
and on his return he and Captain Hood came
down to a small creek, where only one boat lay,
in which was a boy. Nelson inquired if the
boy could show them on board the flag-ship, for
which he would pay him well. The lad did not
know him in his shooting jacket, and said he

was waiting for his master, who belonged to
a merchant-brig, and he had orders not to
enter from the beach, so he could not do it. "Let
us take the boat by force," said Hood, "the
owner will not dare to grumble." For that
very reason I won't allow it. I have marked
the boy down for a good one," was Nelson's
answer; "I would rather swim on board, at
the risk of being drowned, than do an unjust
and tyrannical act to one who dare not resent
it. Here, boy, is a dollar for well obeying your
master's orders." The master came down at the
time, and the sportsmen were accommodated
with a slave alongside, and when the boat-
swain's whistle, four sidemen, and marines
under arms, announced it was the admiral, both
master and boy were alarmed; and the former
was still more astonished at his great condescen-
sion when Nelson sang out "Tumble up, mes-
simate; you shall partake of our sport to-day, be
it bad or good; and a glass of grog into the
bargain!"

TELFER.

One of the old Dukes of Richmond had
several hunters at his seat, Goodwood, in Sussex,
near Chichester. A monkey who was kept in
the same stable was remarkably fond of riding
the horses, skipping from one to the other, and
teasing the poor animals incessantly. The
groom made a complaint to the Duke, who im-
mediately formed a plan to remedy the evil.

"If he is fond of riding," replied his Grace,
"we'll endeavour to give him enough of it,"
and accordingly provided a complete jockey
dress for the monkey. The next time the
hounds were out, Jacko in his uniform, was
strapped to one of the best hunters. The view
halloo being given, away they went through
thick and thin; the horse, carrying so light a
weight, presently left all the company behind.
Some of the party, passing by a farmhouse,
enquired of a countryman whether he had seen
the fox. "Ay, sure," said the man, "he has
gone over your fallow." "And was there anyone
up with him?" "Ay, sure," said John, "there
be a little man in a yellow jacket just gone by
ridin' as though the devil be in na. I hope
from my heart the young gentleman mayn't
meet with a fall, for he rides most monstrous
hard." His experiment had the desired effect:
Jacko was sufficiently chafed by his exercise to
make him dislike the sight of a stable over af-
terwards. One of the oldest references I have
to football dates back to 1174 in an account of
London (Richard Cœur de Lion), which runs:
"On Srove Tuesday the boys of all the
schools of London bring to their masters each
one his fighting-cock, and they are indulged all
the morning with seeing their cocks fight
in the school-room. After this all the boys go
into Smithfield or Moorfield, in the suburbs,
and address themselves to the famous game
of football. The scholars of each school have
their peculiar ball, and the particular trades
have most of them theirs. The elders of the
city, and the fathers, and the rich and the
wealthy, do come on horseback to see the
exercise of the youth. Every Sunday in Lent
a noble train of young men take the field after
dinner, well mounted. The lay sons of the
citizens rush out of the gates in shoals, armed
with lances and shields; the younger sort with
javelins pointed, but disarmed of their steel;
they ape the feats of war, and act the sham
fight. If the king happens to be near the city,
many courtiers honor them with their presence,
together with the juvenile part of the house-
hold of the earls, barons, and bishops." Those
of our squeamish referees who shudder at a fair
shoulder charge, and penalise a player for up-
setting an opponent, would have had no heart
for contests in which lances, shields, and pointed
javelins played a part. Perhaps the stirring
episodes in South Africa will restore a little of
our old-time virility.

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HAVRE & HAMBURG	MARBURG	Ger. str.	—	A. Mits	SANDEW, WIELE & CO.	On 17th inst.
TRIESTE, &c, via Ports of Call	TRIESTE	Brit. str.	—	Peterson	DODWELL & CO., LIMITED	On or about 15th inst.
NEW YORK via Suez Canal	ACABA	Brit. str.	—	Kendall	SHEWAN, TOMES & CO.	On or about 24th inst.
NEW YORK via Suez Canal	ALBENA	Ger. str.	—	E. Elliot	SIEMSEN & CO.	End of July.
NEW YORK via Suez Canal	L. SCHEPP	Amr. ship	—	H. E. Elliot	DODWELL & CO., LIMITED	On 28th inst.
NEW YORK	BRECONSHIRE	Brit. str.	—	H. Pybus, R.N.R.	CANADIAN PACIFIC R. CO.	On or about 11th Aug.
VICTORIA, B.C. & TACOMA, W. AMOY, &c	TARTAR	Brit. str.	—	G. A. Lee, R.N.R.	CANADIAN PACIFIC R. CO.	On 18th inst.
VICTORIA, B.C. & TACOMA, W. AMOY, &c	EMPERESS OF JAPAN	Brit. str.	—	J. Kennedy	DODWELL & CO., LIMITED	On 21st inst., at Noon.
VANCOUVER, via SHANGHAI &c	CHINA	Amr. str.	—	Williams	PACIFIC MAIL S. S. CO.	On 14th inst., at Noon.
PORTLAND, OREGON, &c	GALIC	Brit. str.	—	Harler	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
SAN FRANCISCO via SHANGHAI &c	HONGKONG MARU	Jap. str.	—	A. R. Moses	BUTTERFIELD & SWIRE	On 27th inst., at 4 P.M.
SAN FRANCISCO via SHANGHAI &c	CARLEIGH CITY	Brit. str.	—	Ellis	GIBB, LIVINGSTON & CO.	On 9th Aug., at 5 P.M.
SAN FRANCISCO via SHANGHAI &c	CHINOTU	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On or about 21st inst.
AUSTRALIAN PORTS	YAWATA MARU	Jap. str.	—	S. J. G. Parsons	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	E. W. Haswell	NIPPON YUSEN KAISHA	On 13th inst., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA	Brit. str.	—	S. Kawamura	NIPPON YUSEN KAISHA	On 21st inst., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	SHINANO MARU	Jap. str.	—	F. W. Vibert, R.N.R.	BUTTERFIELD & SWIRE	On 19th inst., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	KANOGA MARU	Jap. str.	—	I. Sato	MITSUI BUSSAN KAISHA	To-morrow, at Daylight.
YOKOHAMA, via NAGASAKI & KOBE	MIKE MARU	Jap. str.	—	Davis	DOUGLAS LAPELLE & CO.	To-day, at 10 A.M.
YOKOHAMA, via NAGASAKI & KOBE	PAKHOI	Brit. str.	—	N. Nagata	MITSUI BUSSAN KAISHA	On 18th inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	COROMANDEL	Brit. str.	—	Pennelather	BUTTERFIELD & SWIRE	On 12th inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	ANPING MARU	Jap. str.	—	Blackland	SHEWAN TOMES & CO.	On 12th inst., at 5 P.M.
YOKOHAMA, via NAGASAKI & KOBE	HAIMUN	Brit. str.	—	Williams	BUTTERFIELD & SWIRE	On 16th inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	TAMSON MARU	Jap. str.	—	Harler	SHEWAN TOMES & CO.	On 17th inst., at 5 P.M.
YOKOHAMA, via NAGASAKI & KOBE	KAIPOH	Brit. str.	—	Moore	BUTTERFIELD & SWIRE	On 19th inst., at 4 P.M.
YOKOHAMA, via NAGASAKI & KOBE	YUENANG	Brit. str.	—	Davis	JARDINE, MATHESON & CO.	On 12th inst., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	ESMERALDA	Brit. str.	—	Pearce	BUTTERFIELD & SWIRE	On 13th inst., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	CHINGTU	Brit. str.	—			
YOKOHAMA, via NAGASAKI & KOBE	DIAMANT	Brit. str.	—			
YOKOHAMA, via NAGASAKI & KOBE	SUNGLANG	Brit. str.	—			
YOKOHAMA, via NAGASAKI & KOBE	CHITTEA	Brit. str.	—			
YOKOHAMA, via NAGASAKI & KOBE	HANGCHOW	Brit. str.	—			

SHIPPING.

ARRIVALS.
 July 8, MARIE JESSEN, German str., 1,700, Hommet, Java 29th June, General—JESSEN & Co.
 July 8, THALES, British steamer, 820, Douglas, Hongay 5th July, Coal—DOUGLAS LAR-RAIK & Co.
 July 9, NEBBUDDA, H.M.S. transport, 3,025, R. H. Brown, Calcutta 26th June, Troops.
 July 9, Fookang, British str., 950, Anderson, Canton 8th July, General—JARDINE, MATHESON & Co.
 July 9, WINOANG, British str., 1,517, Sellar, Canton 8th July, General—JARDINE, MATHESON & Co.
 July 9, BENCLUTHA, British steamer, 1,920, T. Slemman, Shanghai 5th July, General—CHINESE.
 July 9, HUE, French steamer, 704, Godinau, Haiphong and Hoihow 8th July, General—A. R. MARTY.
 July 9, TAIYO MARU, Jap. str., 742, Kakimi, Canton 9th July, General—CHINESE.
 July 9, SANDAKIN, German str., 1,300, Muhle, Sandakan 4th July, Timber—MELCHERS & Co.
 July 9, SHIHAN, British str., 845, Allan Jones, Saigon 5th July, Rice and Meal—BRADLEY & Co.
 July 9, CARMANIAN, British ship, 1,772, W. F. Buu, New York 10th Feb., Case Oil—STANDARD OIL CO.
CLEARANCES.
 At the Harbour Master's Office, 9th July.
 Progress, German str., for Tournon.
 British str., for Shanghai.
 British str., for Hoihow.
 British str., for Bombay.
 British str., for Shanghai.
 British str., for Moji.
 British str., for Canton.
DEPARTURES.
 July 8, P. C. C. KLAU, British str., for Bangkok.
 July 8, DEUTEROS, German str., for Saigon.
 July 8, CLABA, German str., for Saigon.
 July 8, HANING, French str., for Haiphong.
 July 8, DEINAGH, British str., for Hankow.
 July 8, BAILAN, French str., for Hoihow.
 July 9, THYRA, Norw. str., for San Francisco.
 July 9, PELAYO, for Singapore.
 July 9, BENCLUTHA, British str., for Canton.
 July 9, BISIGNO, Italian str., for Bombay.
 July 9, DAYBREAK, British str., for Shanghai.
 July 9, KONIG ALBERT, Ger. str., for Shanghai.
 July 9, KINSHU MARU, Jap. str., for Moji.

VESSELS IN DOCK.

At the Harbour Master's Office, 9th July.
 Kowloon Docks.—U.S.S. Monterey, Chang-shan, Clavetina.
 COSMOPOLITAN DOCK.—Goodwin.
SHIPPING REPORTS.
 The British steamer *Sihuan*, from Saigon 5th July, had light variable winds and fine weather from port to port.
 The British steamer *Beaulieu*, from Shanghai 5th July, had moderate S.E. winds with passing showers and strong S.E. swell to Manila. Abreast of the Islands moderate N.E. winds with heavy S.E. swell. Bar 29.48; thence to port variable S. and S.W. winds with an occasional shower and light to moderate swell.

VESSELS PASSED ANJER.

June 16, Dutch str., Koning Willem II. Bakker, May 12, from Amsterdam for Batavia.
 June 17, British str., Darius, from the East.
 June 19, British 4-m. bark, W. J. Pirrie, Jenkins, Mar. 14, from New York for Shanghai.
 June 20, Amr. ship, Governor Robie, Nichols, Mar. 21, from New York for Hongkong.
 June 20, Dutch str., Merspi, De Boer, June 20, from Batavia for Rotterdam.
 June 21, Norw. bark, Freidig, Christopherson, May 12, from Durban for Batavia.
 June 21, German str., R. C. Rickman, Otto, Mar. 7, from New York for Hongkong.
 June 21, German ship, Sarnis, Behrens, Mar. 21, from New York for Yokohama.
 June 23, Dutch str., Java Division, Lamie, June 23, from Batavia for Padang.
 June 24, Norw. b'tine, Heroen, Nielsen, Feb. 28, from Cardiff for Bangkok.
 June 24, Amr. bark, Sachem, Nichol, Dec. 14, from New York for Hongkong.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
 GLENESHEE, British bark, Burns—Sander, Wieler & Co.
 J. P. HERRCROOK, Amr. ship, Gates—Siemens & Co.

VESSELS ON THE BERTH

OCEAN STEAMSHIP COMPANY.
 FOR LONDON via SUEZ CANAL.
 THE Company's Steamship
 "MENELAU."
 Captain Towell, will be despatched as above TO-DAY, the 10th July.
 For Freight, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 5th June, 1900. [1665]

THE OSAKA SHOSEN KAISHA, LIMITED.
 FOR SWATOW, AMOY, AND TAIWANFOO.
 THE Company's Steamship
 "ANPING MARU."
 Captain I. Sato, will be despatched for the above ports TO-MORROW, the 11th July, at DAYLIGHT.
 For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA, Agents.
 Hongkong, 27th June, 1900. 1448

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "CHELYDRA."
 Captain Davies, will be despatched as above on THURSDAY, the 12th inst., at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 4th July, 1900. [1909]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR MANILA.
 THE Company's Steamship
 "YUENANG."
 Captain Rolfe, will be despatched as above on THURSDAY, the 12th inst., at 4 P.M.
 This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO., General Managers.
 Hongkong, 7th July, 1900. [1936]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.
 FOR MANILA (DIRECT).
 THE Company's Steamship
 "ESMERALDA."
 Captain Blackland, will be despatched as above on THURSDAY, the 12th inst., at 5 P.M.
 The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.
 A Doctor is carried.
 For Freight or Passage, apply to
 SHEWAN TOMES & CO., General Managers.
 Hongkong, 9th July, 1900. 1942

CHINA NAVIGATION COMPANY, LIMITED.
 FOR YOKOHAMA AND KOBE.
 THE Company's Steamship
 "TIENSIN."
 will be despatched as above on FRIDAY, the 13th inst., at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 10th July, 1900. 1925

CHINA NAVIGATION COMPANY, LIMITED.
 FOR SAMARANG AND SOURABAYA.
 THE Company's Steamship
 "HANGCHOW."
 Captain Pearce, will be despatched as above on FRIDAY, the 13th inst., at Noon.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 Hongkong, 10th July, 1900. [1932]

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
 FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.
 FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
BRECONSHIRE	3,567	G. E. Elliott	July 25	MONSHIRE	2,372	J. Kennedy	Aug. 4
VICTORIA	3,502	J. Pantou	Aug. 7	BRAEMAR	3,801	W. Watt	Aug. 25
QUEEN ADELAIDE	2,832	F. McNair	Aug. 20	ARGYLE	2,307	W. S. Thomson	Sept. 20
DUKE OF FIFE	3,321	J. S. Cox	Sept. 3	MONSHIRE	2,372	J. Kennedy	Oct. 20

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.
 HONGKONG TO LONDON, 447.
 Excellent accommodation. First class Table. Doctor and STEWARDESS carried.
 Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.
 HONGKONG TO NEW YORK, 241.
 The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.
 HONGKONG TO VICTORIA, TACOMA, OR PORTLAND, 223.
 The best route to the Klamath Gold Fields. Frequent Sailings from VICTORIA, TACOMA and PORTLAND to DREA and ST. MICHAEL.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.
 Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.
 Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.
 Rates of Passage to other Points on application.
 Special rates allowed to members of Government Services.
 For further information as to Passage or Freight, apply to
 DODWELL & CO., LIMITED, General Agents.
 Hongkong, 24th May, 1900. [10]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR LONDON, via SHANGHAI, TO SAIL ON REMARKS.
 LONDON { CANTON { About 13th { Freight or Passage.
 { C. F. Lockstone, R.N.R. { July {
 SHANGHAI { COROMANDEL { About 20th { Freight or Passage.
 { F. W. Vibert, R.N.R. { July {
 LONDON, &c. { VALETTA { Noon, 21st { See Special Advertisement.
 { F. N. Tiltard { July {
 YOKOHAMA via NA-ROSETTA { About 21st { (Passing through the Inland
 GASAKI and KOBE { C. C. Talbot, R.N.R. { July { Sea). Freight or Passage.
 For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 27th March, 1900. [1]

NIPPON YUSEN KAISHA (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAMAKURA MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 19th July, at DAYLIGHT.
SHINANO MARU	NAGASAKI, MOJI, KURE, KOBE, and YOKOHAMA	FRIDAY, 18th July, at 4 P.M.
MIKE MARU	MOJI, KOBE and YOKOHAMA	TUESDAY, 17th July.
KASUGA MARU	NAGASAKI, KOBE & YOKOHAMA	SAUNDAY, 21st July, at NOON.
HITACHI MARU	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 27th July, at DAYLIGHT.
YAWATA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE & BRISBANE.	FRIDAY, 27th July, at 4 P.M.

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.
 For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office, Prince's Building, First Floor, Charter Road.
 A. S. MIHARA, Manager.
 Hongkong, 10th July, 1900. [12]

VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
 Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.
 PROPOSED SAILINGS FROM HONGKONG.
 (SUBJECT TO ALTERATION.)
 "EMPRESS OF JAPAN" Comdr. G. A. Lee, R.N.R. WEDNESDAY, 18th July, 1900
 "EMPRESS OF CHINA" Comdr. R. Archibald, R.N.R. WEDNESDAY, 8th Aug., 1900
 "EMPRESS OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 29th Aug., 1900

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder Street.

Hongkong, 28th June, 1900. [9]

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.
 PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS.
 ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
BAYERN	THURSDAY	12th July.
STUTTGART	THURSDAY	26th July.
KONIG ALBERT	THURSDAY	9th August.
WEIMAR	THURSDAY	23rd August.
PRINZ HEINRICH	THURSDAY	6th September.
PREUSSEN	THURSDAY	20th September.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY	3rd October.
SACHSEN	WEDNESDAY	17th October.
OLDENBURG	WEDNESDAY	31st October.
BAYERN	WEDNESDAY	14th November.
STUTTGART	WEDNESDAY	28th November.
KONIG ALBERT	WEDNESDAY	12th December.
PRINZ HEINRICH	WEDNESDAY	26th December.

ON THURSDAY, the 12th day of July, 1900, at Noon, the Steamship "BAYERN," of the NORDDEUTSCHER LLOYD, Captain H. Blecker, with MAELS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, CALLING AT NAPLES AND GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 10th July. Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 11th July, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 11th July.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 29th June, 1900. [8]

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

(FREIGHT SERVICE). (FREIGHT SERVICE).

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANTE, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
WITENBERG	{ HAVRE and HAMBURG { On 16th { Freight. Capt. Hempel { (London with transshipment in Hamburg) { July {	
* SAVOIA	{ HAVRE & HAMBURG { About 7th { Freight and Capt. Mueller { (London with transshipment in Hamburg) { Aug. { Passage.	
NURNBERG	{ HAVRE & HAMBURG { About 26th { Freight. Capt. Pfaff { (London with transshipment in Hamburg) { Aug. {	
* SIBIRIA	{ HAVRE & HAMBURG { About 4th { Freight and Capt. Braun { (London with transshipment in Hamburg) { Sept. { Passage.	
MARBURG	{ HAVRE & HAMBURG { About 15th { Freight. Capt. v. Binner { (London with transshipment in Hamburg) { Sept. {	

* These steamers have superior accommodation for Passengers and carry a Doctor and a Stewardess.

For further particulars as to Freight, Passage, etc., apply to

CARLOWITZ & CO., AGENTS.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

Hongkong, 6th July, 1900. [13]

PORT ARTHUR.

GRÜNBERG & REILLY.

STEVEDORES, SHIPPING & COMMISSION AGENTS.

VESSELS ON THE BERTH.

BEN LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

The Steamship
"BENALDEE,"
Captain C. K. McIntosh, will be despatched as above on or about the 5th July.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents,
Hongkong, 13th June, 1900. 1745

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

The Company's Steamship
"TAMSUI MARU,"
Captain H. Nagata, will be despatched for the above ports on SUNDAY, the 15th inst., at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents,
Hongkong, 9th July, 1900. [15]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on or about 15th July.
For Freight, apply to
SHEWAN, TOMES & CO.,
Agents,
Hongkong, 1st June, 1900. 1645

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"AFGHANISTAN"

will be despatched for the above port about the 15th July, and
Steamship
"SIKH,"
For Freight, apply to
DODWELL & CO., LD.,
Agents,
Hongkong, 4th July, 1900. [1641]

COMPAGNIE DES MESSEAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, BOMBAY, ADEN, EGYPT, MARSEILLES, MEDITERANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 10th July, 1900, at 1 P.M., the Company's Steamship "SYDNEY," Captain Allgre, with Mails, Passengers, Specie, and Cargo, will leave this port for MARSEILLES via BOMBAY. This Steamer connects at COLOMBO with the s.s. *Armand Beloe*, which vessel takes on her Passengers and Mails, leaving that port on the 25th instant direct to Suez, Port Said and Marseilles.
Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon; Cargo will be received on board until 4 P.M.; Specie and Parcels until 3 P.M. on the 15th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required.
For further Particulars, apply at the Company's Office.
G. DE CHAMPEAUX, Agent,
Hongkong, 4th July, 1900. [2]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU."

Captain Williams, will be despatched as above on MONDAY, the 16th July.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 18th June, 1900. 1730

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHING YU."

Captain Williams, will be despatched as above on MONDAY, the 16th July.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light. M.P.-Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN and AUSTRALIAN S.S. Co. and vice versa.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 18th June, 1900. [1781]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIFONG."

Captain Pennington, will be despatched as above on WEDNESDAY, the 18th instant, at 4 P.M.
The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.
A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th July, 1900. [1928]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GALIC (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, July 14, at DAYLIGHT.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at NOON.
Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at NOON.

THE Company's Steamship "GALIC"

will be despatched for SAN FRANCISCO VIA AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 14th July, 1900, at DAYLIGHT.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [4]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIWAN."

Captain Harder, will be despatched as above on MONDAY, the 16th inst., at 4 P.M.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th July, 1900. [1826]

CHINA NAVIGATION COMPANY, LIMITED.

FOR THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIWAN."

Captain Harder, will be despatched as above on MONDAY, the 16th inst., at 4 P.M.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 6th July, 1900. [1927]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"DIAMANTE."

will be despatched as above on TUESDAY, the 17th instant, at 5 P.M.
The attention of Passengers is directed to the excellent accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with the Refrigerating Chamber.
A Doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 9th July, 1900. [1937]

CHINA NAVIGATION COMPANY, LIMITED.

FOR HONOLULU.

THE Company's Steamship

"TARTAR."

Commander H. P. Davis, R.N., 4,425 Tons Gross Register, will be despatched on or about Saturday, 11th AUGUST, 1900.
For VICTORIA and VANCOUVER, B.C., via MOI, KOBE and YOKOHAMA (and vice versa) sufficient inducement offered.

The Vessel has excellent accommodation for Saloon Passengers.

Through Passage Tickets issued to all points, Coast, Canada and the United States.

For information as to rates of Freight and Passage, &c., apply to
D. E. BROWN, General Agent,
Hongkong, 5th July, 1900. [1911]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"VALETTA."

Captain F. N. Tillard, carrying Her Majesty's Mails, will be despatched from this port for Bombay on SATURDAY, the 21st July, 1900, at NOON, taking passengers and cargo for the above ports, Suez and Yafso, all cargo for France, and Teo for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL, Acting Superintendent,
Hongkong, 9th July, 1900. [1]

TOYO KISEN KAISHA.

TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, July 21, 1900, at NOON.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) THURSDAY, Aug. 10, 1900, at NOON.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 11, 1900, at NOON.

THE Steamship "HONGKONG MARU"

will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU on SATURDAY, the 21st July, 1900, at NOON, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 4¢ in addition to the regular tariff rate.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "STRATHMORE" About 15th Sept.

THE Steamship "CARLISLE CITY"

will be despatched for SHANGHAI, MOI, KOBE, YOKOHAMA, SAN DIEGO, and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 10th July, 1900. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TROAR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stowage and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 5th July, 1900. [1912]

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 30th June, 1900. [1865]

VESSELS ON THE BERTH

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, July 31, at NOON.
CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) SATURDAY, Aug. 25, at NOON.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) TUESDAY, Sept. 18, at NOON.

THE Company's Steamship "CHINA"

will be despatched for SAN FRANCISCO, CO. VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 31st July, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 4¢ in addition to the regular tariff rate.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 6th July, 1900. [3]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug.
S.S. "STRATHMORE" About 15th Sept.

THE Steamship "CARLISLE CITY"

will be despatched for SHANGHAI, MOI, KOBE, YOKOHAMA, SAN DIEGO, and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.
Hongkong, 10th July, 1900. [14]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TROAR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN."

Captain Ellis, will be despatched for the above ports on THURSDAY, the 9th August, at 5 P.M.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stowage and a duly qualified Surgeon are carried.
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For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents,
Hongkong, 5th July, 1900. [1912]

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"CALCHAS."

Captain Bartlett, will be despatched as above on TUESDAY, the 7th August.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 30th June, 1900. [1865]

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

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Hongkong, 30th June, 1900. [1865]

FOR LONDON VIA SUEZ CANAL.

